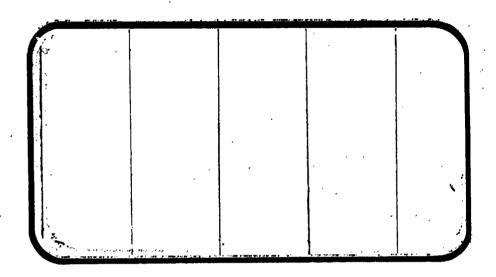
NATIONAL AERONAUTICS AND SPACE ADMINISTRATION



(NASA-CR-147604) RESULTS OF TEST MA22 IN THE NASA/LARC 31-INCH CERT ON AN 0.010-SCALE MODEL (32-0) OF THE SEACE SHUTTLE CONFIGURATION 3 TO DETERMINE BCS JET FICH FIELD INTERACTION, VOLUME 1 (Chrysler N76-27329 H¢ \$21.25

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SPACE SHUTTLE

AEROTHERMODYNAMIC DATA REPORT



JÓHNSÓN SPACE CENTER

HOUSTON, TEXAS

DATA MANagement services



DMS-DR-2267 NASA CR-147,604 VÖLUMÉ 1 ÖF 4

RESULTS OF TEST MAZZ IN THE NASA/LaRC 31-INCH CFHT

ON AN 0.010-SCALE MODEL (32-0) OF THE

SPACE SHUTTLE CONFIGURATION 3 TO DETERMINE

RCS JET FLOW FIELD INTERACTION

bу

D. B. Kanipe Engineering Analysis Division Johnson Space Center

Prepared under NASA Contract Number NAS9-13247

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Data Mañagement Services Chrysler Corporation Space Division New Orleans, La. 70189

for

Engineering Analysis Division

Johnson Space Center National Aeronautics and Space Administration Houston, Texas

WIND TUNNEL TEST SPECIFICS:

Test Number:

Larc CFHT 118

NASA Series Number:

MA22

Model Number:

32-0

Test Dates:

May 6, 1975 through June 3, 1975

Occupancy Hours:

168

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RESULTS OF TEST MAZZ IN THE NASA/Larc 31-INCH CFHT
ON AN 0.010-SCALE MODEL (32-0) OF THE
SPACE SHUTTLE CONFIGURATION 3 TO DETERMINE
RCS JET FLOW FIELD INTERACTION

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by

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ABSTRACT

Test MA22 was conducted in the Langley Research Genter 31-inch Continuous flow Hypersonic Wind Tunnel from May 6, 1975 through June 3, 1975. The primary objectives of this test were the following: 1) to study the ability of the wind tunnel to repeat, on a run-to-run basis, data taken for identical configurations to determine if errors in repeatability could have a significant effect on jet interaction data, 2) to determine the effect of model heating on jet interaction, 3) to investigate the effects of elevon and body flap deflections on RCS jet interaction, 4) to determine if the effects from jets fired separately along different axes can be added to equal the effects of the jets fired simultaneously (super position effects), 5) to study multiple jet effects, and 6) to investigate area ratio effects, i.e., the effect on jet interaction measurements of using nozzles with different area ratios in the same location. The model used in the test was a .010-scale model of the Space Shuttle Orbiter Configu-

ABSTRACT (Concluded)

ration 3. The test was conducted at Mach 10.3 and a dynamic pressure of 150 psf. RCS chamber pressure was varied to simulate free flight dynamic pressures of 5, 7.5, 10, and 20 psf.

TABLE OF CONTENTS

	Page
ABSTRACT	iii
INDEX OF MODEL FIGURES	· 2
INDEX OF DATA FIGURES	3
NOMENCLATURE	· 12
REMARKS	18
CONFIGURATIONS INVESTIGATED	19
INSTRUMENTATION	20
TEST FACILITY DESCRIPTION	21
DATA REDUCTION	22
REFERENCES	25
TABLES	
1. TEST CONDITIONS	26
II. DATA SET/RUN NUMBER COLLATION SUMMARY	27
III. MODEL DIMENSIONAL DATA	47
IV. SUMMARY OF NOZZLE NOMENCLATURE	78
V. SIMULATION PARAMÉTERS	80
VI. THRUST COEFFICIENT FACTORS	18
VII. WING TEMPERATURES	82
FIGURÉS	_
MODEL	84
DATÄ VÕLUMÉ 1 (Figures 4–43) VÕLUME 2 (Figures 44–77) VÕLUME 3 (Figures 78–95)	91
APPENDIX	
TABULATED SOURCE DATA (VOLUME 4)	•

INDEX OF MODEL FIGURES

igurē	Title					
1.	Axis systems.	84				
Ż.	Model sketches.					
	a. Orbiter Configuration.	85				
	b. RCS Plenum Nożzle Block installation.	86				
	c. RCS Nozžle Adapter.	87				
	d. Módél Nozzle Block Configurations.	88				
3.	Model photographs.					
	a. Orbiter Installation Side View.	89				
	b. Side View of Nozzle Assembly Installed Tunnel.	d in 90				

	INDEX OF DATA FEEDEN	7		
F TGURE NIMBER	TITLE	SCHEDBLE OF COEFFICIENTS PLOTTED	CONDITIONS '/ARYING	PAGES
VOLUME				
, 4	JET OFF MERO, ELEVON = 0, BDFLAP = 0, BETA = 0	₹	CONFIG.	9-1
ι'n	JET OFF AERO, ELEVON = 0, POFLAP = 0, BETA = 0	¥	CONFIG.	7-12
.	JET OFF AERO, ELEVON = 0, BDFLAP = 0, BETA = 0	4	CONFIG.	13-18
7	JET OFF AERO, ELEVON = 6 , $BDFLAP = 6, BETA = 0$	๎๕	CONFIG.	19-24
	JET OFF AERO, ELEVON = -30, BDFLAP = 0, BETA=0	*	CONFIG.	25-30
Ó	JET OFF AERO, ELEVON = 10, BDFLAP = -14.25, BETA = 0.	ď	CONFIG.	31-36
10	JET OFF AERO, ELEVON = 10, BDFLAP = 13.75, BETA = 0	æ	CONFIG.	37-42
=	JET OFF AERO, ELEVON = 10, BDFLAP = 0, BETA = 0	¥	CONFIG.	43-48
21	JET OFF AERO, ELEVON: $= 0$, BDFLAP $= -14.25$, BETA $= 0$	*	CONFIG.	49-54
13	JET OFF AERO, ELEVON = 0, BDFLAP = 13.75, BETA = 0	*	CONFIG.	55-60
14	JET OFF AERO, ELEVON = -30, BDFLAP = -14.25, BETA = 0	≪:	CONFIG.	99-19
15	JET OFF AERO, ELEVON = 0, BDFLAP = 0, BETA = 3	A	CONFIG.	67-72
91	JET OFF AERO, ELEVON = 0, BDFLAP = 0, BETA = -3	#	CONFIG.	73-78
		٠		•

(Continue	
FIGURES	
DATA	
8	
INDEX	

FT GURE NUMBER		CARCETOTENTS	CANDITIONS	
	FIEE	PLOTTED	VARYING	PAGES
71	MEAN AND STANDARD DEVIATION FOR VARIATION WITH ALPHA	රා	1	79-80
82	MEAN AND STANDARD DEVIATION FOR VARIATION. WITH BETA.	ပ		81-82
61	MEAN, MAXIMUM, AND MINIMUM FOR VARIATION WITH ALPHA	æ	t	83-84
20	MEAN, MAXIMUM, AND MINIMUM FOR VARIATION WITH BETA:	U	ı	85-86
77	EFFECT OF MOBEL TEMPERATURE ON JET-ON AERO CHARACTERISTICS	a	ALPHA	87-92
22	EFFECT OF NODEL TEMPERATIONE ON JET-OFF AERO CHARACTERISTICS	۵	ALPHA	93-98
23	EFFECT OF MODEL TEMPERATURE ON JET ON-JET OFF AERO CHARACTERISTICS	ய	ALPHA	99-104
24	COMPARISON OF ON/OFF VS ON-OFF RUNS	<u>L</u> L.	t	105-110
25	EFFECT OF MULTIPLE JET RCS FIRINGS, N79, N49, N83	Ø	COLFIG., NO. JET, ALPHA	111-200
26	EFFECT OF MULTIPLE JET RCS FIRINGS, NSP, N85	Ö	CONFIG., NO. JET, ALPHA	201-290
27	EFFECT OF MULTIPLE JET RCS FIRINGS, N78, N52, N82	[.] ජ	CONFIG., NO. JET, ALPHA	291-380
82	AMPLIFICATION FACTORS FOR JETS, N79N78	Ó	ALPHA	381-470

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U Lie	KABES	471-500	501-590	591-596	597-602	603-668	649-614	615-620	929-129	627-632	633-638	639-644	645-650
CONDITIONS	VARYING	ALPHA	ALPHA	T/QA-1	T/QA-1	T/QA-1	1/QA-1	1/04-1	T/QA-1.	1/QA-1	T/QA-1	T/0A-T	1/QA-1
SCHEDULE OF COEFFICIENTS	PLOTTED	G	ය	±	±	Ŧ	±	±	±	±	I	æ	Ŧ
INDEX UF DATA FIGURES (CONTINUED) SCHEDULE COEFFICIE	TITLE	AMPLIFICATION FACTORS FOR JETS NEON85	AMPLIFICATION FACTORS FOR JETS N&4	AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET N79	AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET N49	AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET N83	AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET NSP	AMPLIFICATION FACTOR AS A FUNCTION OF ALPHAFOR JET N85	AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET N78	AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET N52	AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET N82	AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JETS N79N78	AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET N50N85
FIGURE	NUMBER	62	36	₩ .	32	æ	34	35	98	37	88	Š.	9

(Continue
FIGURES
DATA
INDEX OF

	PAGES	921-656	657-686	.37-716		717-746	747-776	908-24	807-836	337 -866	96] 298	397-525
1	CONDIFIES VARYEGE	T/QA-1	ALPHA, CONFIG., NO. JET, 3DFLAP	ALPHA, BOFLAP		Alpha, Boflap	ALPHA, BBELAP, 10. Jet, config.	ALPHA, BDFLAP	ALPHA, BDFLAP	ALPHA, CONFIG., NO. JET, ELEVON	ALPHA, CONFIG.,	NPHA, TLEVOR
(Continued)	SCHEDURE OF COEPFICIENTS PLOTTED	±	೮	G		u	Œ	Q	G	ය	ල	ប
INDEX OF DATA FIGURES (Continued)	TITLE	AMPLIFICATION FAC	EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79, U-3, N83	EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR. JETS N79N78	2	EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS NSON85	EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79, N49, N83	EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78	EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS NSON85	EFFECT OF ELEVON ON AMPLIFICATION FACTOR, JETS N79, N49, N83	EFFECT OF ELEVON ON AMPLIFICATION FACTOR, JETS NST, N85	EFFECT OF ELEVON ON AMPLIFICATION FACTOR, JETS N79N78
	FEGURE	.	42	43:	VOEUME	44	2	46	47	48	\$	20

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INDEX	1
-	١
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	1

	TIMEN OF DATE TOWER			
FIGURE MUMBER	TITLE	SCHEDULE OF COEFFICIENTS PLOTTED	CONDITIONS VARYING	PAGES
51.	EFFECT OF ELEVON ON AMPLIFICATION F. ST , JETS N50N85	ట	ALPHA, ELEVON	951-956
52	EFFECT OF ELEVON ON AMPLIFICATION FACTOR, JET N84	ហ	ALPHA, ELEWON	957-986
53	EFFECT OF ELEVON ON AMPLIFICATION FACTOR, JETS N79, N49, N83	Ġ	ALPHA, CONFIG., NO. JET, ELEVON	987-1016
5,4	EFFECT OF ELEVON ON AMPLIFICATION FACTOR, JETS N51, N85	æ	ALPHA, CONFIG., NO. JET, ELEVON	1017-1046
55	EFFECT OF ELEVON ON AMPLIFICATION FACTOR, JETS N79N78	ය	alpha, elevon	1047-1076
Ś	EFFECT OF ELEVON ON AMPLIFICATION FACTOR, JETS NSON85	ಚ	ALPHA, ELEVON	1077-1106
21	EFFECT OF ELEVON ON AMPLIFICATION FACTOR, JET N84	Ğ	ALPHA, ELEVON	1107-1136
58	DELTA AMPLIFICATION FACTOR, ELEVON = 10, AND -30, N79 JETS	н	ELEVON, T/QA-1	1137-1142
66	DELTA AMPLIFICATION FACTOR, ELEVON = 10, AND -30, N49 JETS	ы	EL EVON , 1/QA-1	1143-1148
09	DELTA AMPLIFICATION FACTOR, ELEVON = 10, AND: -30, N83 JETS	ы	elevon, t/QA-1	1149-1154
6	DELTA AMPLIFICATION FACTOR, ELEVON = 10, AND -30, NSI JETS	П	ELEVON, F/QA- 1	1155-1760
			-	

77
7.
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(Continued
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C
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71
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Ξ
FIGURES
\equiv
щ
42
DATA
-
\rightarrow
8
$\overline{}$
_
INDEX
ш
7

	PAGES	1161-1166	1167-1172	3-1178	1179-1184	135-1190	9611-1611	1197-1202	1203-1208	1207-1214	1215-1244	1245-1_14
	COGOLT ONS VARYI 'S	ELEVON, T/QA-1	ELEVON, T. JA-1	ELEVOR, 1/QA-1	ELEVON, T/QA-1	BDFLAP, T/QA-1	BOFLAP, 1/QA-1	80FLAP, •T /QA-1	BOFLAP, 1/QA-1	80FLAP, T/QA-1	ELEVON, BOFLAP ALPHA	ELEVON, BOFLAP ALPHA
SCHEDULE OF	COEFFICIENTS PLOTTED	H		-	hud	ы	ы	pol .	1 -4	ы	9	ď
THEY OF WALL	TITLE	DELTA AMPLIFICATION FACTOR, ELEVON = 10, AND -30, N85 JETS	DELTA AMPLIFICATION FACTOR, ELEVON = 10, AND -30, N79N78 JETS	DELTA AMPLIFICATION FACTOR, ELEVON = 10, AMD -30, N5ON85 JETS	DELTA AMPLIFICATION FACTOR, ELEVON = 10, AND -30, N84 JETS	DEETA AMPLIFICATION FACTOR, BODYFLAP = 13.75, AND -14.25, N79 JET	DELIA AMPLIFICATION FACTOR, BOOYFLAP = 13.75, AND -14.25, N49 JETS	DELTA AMPLIFICATION FACTOR, BODYFLAP = 13.75, AND -14.25, N83 JETS	DELTA AMPLIFICATION FACTOR, BODYFLAP = 13.75, AND -14.25, N79N78 JETS	DELTA AMPLIFICATION FACTOR, BODYFLAP = 13.75, AND -14.25, N5ON85 JETS	EFFECT OF ELEWON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79	EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JEFS NA9
	FI GURE NUMBER	29	æ	49	65	99	<i>L</i> 9	89	69	70.	7.1	72

(Continued
FIGURES
DATA
B
INDEX

F

73 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G ELEVON, BDB FACTOR, JETS N83 74 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G ELEVON, BDB FACTOR, JETS N79 75 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G ELEVON, BDB FACTOR, JETS NA9 76 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G ELEVON, BDI FACTOR, JETS N83 77 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G ELEVON, BDI FACTOR, JETS N83 78 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G ELEVON, BDF FACTOR, JETS NSONSS 80 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G ELEVON, BDF FACTOR, JETS NSONSS 81 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G ELEVON, BBF FACTOR, JETS NSONSS 82 AMPLIFICATION FACTOR IN YAW, N78 JETS 83 AMPLIFICATION FACTOR IN YAW, N49 JETS 84 AMPLIFICATION FACTOR IN YAW, N49 JETS 95 TYGA-1, ALP	FIGURE	TITLE TITLE PLOTTED	SCHEDULE OF COEFFICIENTS PLOTTED	CONDITIONS	PAGES
EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79W/8 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N83 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N83 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N50NS FACTOR, JETS N50NS EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N50NS EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N50NS FACTOR, JETS N50NS FACTOR, JETS N50NS FACTOR, JETS N79NZ8 AMPLIFICATION FACTOR IN YAW, N79 JETS AMPLIFICATION FACTOR IN YAW, N49 JETS J AMPLIFICATION FACTOR IN YAW, N49 JETS	73	EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N83	. .	ELEVON, BBFLAP ALPHA	1275-1304
EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N79 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N83 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N83 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N79N78 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N50N85 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N50N85 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GFACTOR, JETS N50N85 FACTOR, JETS N50N85 FACTOR, JETS N50N85 FACTOR, JETS N79N78. AMPLIFICATION FACTOR IN YAW, N79 JETS J AMPLIFICATION FACTOR IN YAW, N49 JETS J	Ħ		Ġ	ELEVON, BOFLAP ALPHA	1305-1334
EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G FACTOR, JETS N83 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G FACTOR, JETS N50N85 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G FACTOR, JETS N50N85 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G FACTOR, JETS N50N85 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G FACTOR, JETS N79N78 AMPLIFICATION FACTOR IN YAW, N79 JETS J AMPLIFICATION FACTOR IN YAW, N49 JETS J	75	EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N79		ELEVON, BOFLAP Alpha	1335-1364
EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G FACTOR, JETS N79NZB EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G FACTOR, JETS N50N85 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G FACTOR, JETS N50N85 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION G FACTOR, JETS N50N85 AMPLIFICATION FACTOR IN YAW, NZ9 JETS AMPLIFICATION FACTOR IN YAW, NA9 JETS J AMPLIFICATION FACTOR IN YAW, NA9 JETS J	76	EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS NA9	ម	ELEVON, BOFLAP ALPHA	1365-1394
EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GARCTOR, JETS N50N85 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GARCTOR, JETS N79N78 AMPLIFICATION FACTOR IN YAW, N79 JETS J AMPLIFICATION FACTOR IN YAW, N49 JETS J	11	EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS: NB3	G	ELEVÓN, BOLFAP ALPHA	1395-1424
EFFECT OF ELEVON/BORY FLAP ON AMPLIFICATION GENERATION FACTOR IN YAW, N79 JETS AMPLIFICATION FACTOR IN YAW, N49 JETS J	1	Ċή			
EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GARCTOR, JETS NSON85 EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION GARCTOR, JETS N79N78 AMPLIFICATION FACTOR IN YAW, N79 JETS J AMPLIFICATION FACTOR IN YAW, N49 JETS J	78		ဖ	ELEVON, BOFLAP ALPHA	1425-1454
EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS N50N85 EFFECT OF ELEVON/BOBY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 AMPLIFICATION FACTOR IN YAW, N79 JETS J AMPLIFICATION FACTOR IN YAW, N49 JETS J	79	EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS NEON85	Œ	elevon, Boflap Alpha	1455-1484
EFFECT OF ELEVON/BOBY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 AMPLIFICATION FACTOR IN YAW, N79 JETS J AMPLIFICATION FACTOR IN YAW, N49 JETS	80	EFFECT OF ELEVON/BODY FLAP ON AMPLIFICATION FACTOR, JETS NSON85	ம்	ELEVON, BOFLAP Alpha	1485-1514
AMPLIFICATION FACTOR IN YAW, N79 JETS AMPLIFICATION FACTOR IN YAW, N49 JETS J	81	EFFECT OF ELEVON/BOBY FLAP ON AMPLIFICATION FACTOR, JETS N79N78.		ELEVON, BOFLAP ALPHA	1515-1544
AMPLIFICATION FACTOR IN YAW, NAG JETS	8	AMPLIFICATION FACTOR IN YAW, NZ9 JETS	7	T/QA-1. ALPHA	1545-1574
	83	AMPLIFICATION FACTOR IN YAW, N49 JETS		T/GA-1, ALPHA	1575-1604

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7	5
- 5	5
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FIGURE		SCHEDOLE, OF COEFFICIENTS PLOTIED	CONDITIONS	PAGES
48	AMPLIFICATION EACTOR IN YAW, N83 JETS	n	T/JA-1, ALPHA	1605-1634
8	AMPLIFICATION FACTOR IN YAM, N78 JETS	· 🙃	T/QA-1, ALPHA	1635-1664
88 89	AMPLIFICATION FACTOR IN YAM, N52 JETS	G	T/QA-1, ALPHA	1665-1694
. 48	AMPLIFICATION FACTOR IN YAW, NB2 JETS	ņ	T/QA-1, ALPHA	1695-1724
88	AMPLIFICATION FACTOR IN YAM, NS1 JETS	۳	T/QA-1, ALPHA	1725-1754
8	AMPLIFICATION FACTOR IN YAW, N85 JETS	C.	T/QA-1, ALPHA.	1755-1784
06	AMPLIFICATION FACTOR IN YAW, N79N78 JETS	Ħ	T/QA-1, ALPHA	1785-1814
16	AMPLIFICATION FACTOR IN YAW, N50N85 JETS	, ,	T/QA-1, ALPHA	1815-1844
35	AMPLIFICATION FACTOR IN YAM, NS4 JETS	ب	T/QA-1, ALPHA	1845-1874
Ş	AREA RATIO EFFECTS, L/H, DOWN FIRING JETS	ď	ALPHA, CONFIG.	1875-1958
94	AREA RATIO EFFECTS, RAH UP FIRING JETS	ig i	ALPHA, CONFIG.	1959-2048
95	AREA RATIO EFFECTS, LIM SIDE FIRING JETS	G	ALPHA, CONFIG.	2049-2138

INDEX OF DATA FIGURES (Concluded)

SCHEDULE OF COEFFICIENTS PLOTTED:

- (A) CN, CLM, CAU, CBL, CYN, CY versus ALPHA
- (B) CLM, CN versus ALPHA
- (C) CBL, CYN versus BETA
- (D) CN, CLM, CAU, CBL, CYN, CY versus TEMP
- (E) DLTCN, DLTCLM, DLTCAU, DLTCBL, DLTCYN, DLTCY versus TEMP
- (F) DLTCN, DLTCLM, DLTCAU, DLTCBL, DLTCYN, DLTCY versus ALPHA
- (G) N(NF), N(PM), N(AF), N(RM), N(YM), N(SF) versus QA/T
- (H) N(PM), N(RM), N(YM), N(NF), N(AF), N(SF) versus ALPHA
- (I) DN(NF), DN(PM), DN(AF), DN(RM), DN(YM), DN(SF) versus ALPHA
- (J) N(PM), N(RM), N(YM), N(NF), N(AF), N(SF) versus BETA

NOMÉNCLATÜRE Genéral

SIMBOL	sadšać Symbol	DEFINITION
•,		speed of sound; m/sec, ft/sec
c _p	СР	pressure coefficient; $(p_1 - p_{\infty})/q$
M	MACH	Mach humber; V/a
p	-	pressure; N/m ² , psf
q	q(nsm) q(psf)	dynamic pressure; 1/2000, N/m2, psf
rn/l	rn/l	unit Reynolds number; per m, per ft
v ,		velocity; m/sec, it/sec
α	ALPĦA	angle of attack, degrees
β	BETA	angle of sideslip, dégrees
$oldsymbol{\psi}$	PSI	angle of yaw, degrees
$oldsymbol{\phi}$	PHI	angle of roll, degrees
ρ		mass density; kg/m3, slugs/ft3
	Ř	eference & C.G. Definitions
Ab .		base area; m ² , ft ²
b `	BREF	wing span or reference span; m, ft
c.g.		center of gravity
REF	iref	reference length or wing mean serodynamic chord; m, ft
. S	Śref	wing area or reference area; m², ft?
	MRP	moment reference point
	XMRP	moment reference point on X axis
	YMRP	moment reference point on Y sxis
	ZMŘP	moment reference point on Z axis
<u>subscrift</u> b 1 s t	<u>8</u>	base local static conditions total conditions free stream

Nomeinci .s (Continuca)

Body-Axia System

<u> SYMBÖL</u>	SADOAG SYMBUL	DEFINITION
$\mathbf{c}^{\mathbf{N}}$	cn	normal-force coefficient; normal force
c _A	ĊAÚ	axial-force coefficient; axial force (uncorrected)
СĀ	CY	side-force coefficient; side force qC
c _{Åb}	CAB	buse-force coefficient; buse force QS -Ap(pb - po)/QE
$c_{A_{\mathbf{f}}}$	CAF	forebody axial force coefficient, c_A - c_{A_b}
c_{m}	CIM	pitching-moment coefficient; pitching moment
C _n	cyn	ydwing-moment coefficient; <u>Ynwing moment</u> qSb
c _l	CBL	rolling-moment coefficient: rolling moment
		Stability-Axia System
c _Ĺ	ćΓ	lift coefficient; lift
c_{D}	CD	drag coefficient; drag
c_{D_b}	CDB	base-drug coefficient; base drug
$c_{D_{\mathbf{f}}}$	- CDF	forebody drug coefficient; CD - CD6
$\mathbf{c}_{\mathbf{Y}}$	CY	side-rorce coefficient; side force
C _m	CŢM	pitching-moment coefficient; pitching moment
^C n	CLN	yaving-moment coefficient; yaving moment
C.	COL	rolling-moment ecefficient: rolling moment
r/u	r/p	lift-to-drug rutio; C _L /C _D
${\tt L/D_f}$	I/DF	lift to forebody drag ratio; c _L /c _{fr}

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NÖMENCLATURE (Continued)

Symbol	Plot Symbol	Definition
Ae		nozzle exit area, in ²
c _{ij}		RCS jet rolling moment coefficient, $(I_{\ell_R})/(qSb)$
∂mj		RCS jet pitching moment coefficient, $(T_{\ell_m})/(qS\bar{c})$
c _{nj}		RCS jet yawing moment coefficient, $(T_{\ell_n})/(qSb)$
$c_{\mathbf{A_j}}$		RCS jet axial force coefficient, (T)/(qS)
$c_{\mathbf{N_{j}}}$		RCS jet normal force coefficient, (T)/(qS)
c _{Nj}		RCS jet side force coefficient, (T)/(qS)
ë		nozzle expansion ratio
h ´		altitude, feet
Ki		model nozzle thrust calibration factor, 1bs/psia
e _e		RCS nozzle rolling moment arm, in
£ _m		RCS nozzle pitching moment arm, in
^k n		RCS nozzle yawing moment arm, in
^l orb		Orbiter body length, in
LH		left hand side
mj		RCS jet mass flow rate, 1bm/sec
Mj		RCS jet exit Mach number
Ne	N(RM)	RCS roll jet amplification factor, $(\Delta C_R)/(C_{R_j})$

NOMENCLATURE (Continued)

Symbol	Plot Symból	Definition
N _m	N(PM)	RCS pitch jet amplification factor, $(\Delta C_m)/(C_{mj})$
N _{ri}	N(YM)	RCS yaw jet amplification factor, $(\Delta C_n)/(C_{nj})$
NA	N(AF)	RCS axial force jet amplification factor, $(\Delta C_{A_j})/(C_{A_j})$
N _N	N(NF)	RCS normal force jet amplification factor, $(\Delta C_N)/(C_{N_j})$
Ny	N(SF)	RCS side force jet amplification factor, $(\Delta \bar{C} \gamma)/(C \gamma_j)$
Р _с	PCRCS	model RCS nozzle plenum chamber pressure, psia
Ρj		RCS jet exit pressure, psia
RC\$		reaction control system
RH		right hand side
ŔT		product of RCS nozzle gas constant and temperature, (ft-1b)/1b
T		RCS thrust, 165
T _c	TCRCS	ŘČS chámber tempēraturē, °R
U		velocity, ft/sec
Иj		RCS jet velocity, ft/sec
Xo		Orbiter longitudinal station, in
Yo		Orbiter lateral station, in
Zo		Orbiter vertical station, in
ΔĊŁ	DLTÖBL	incremental rolling moment coefficient due to RCS jet intéraction

NOMENCLATURE (Continued)

	Plot	
Symbol	<u>Symbol</u>	Definition
ΔCm	DLTCLM	incremental pitching moment coefficient due to RCS jet interaction
ΔĊn	DLTCYN	incremental yawing moment coefficient due to RCS jet interaction
ΔCN	DLTCN	incremental normal force coefficient due to RCS jet interaction
ΔCγ	DLTCY	incremental side force coefficient due to RCS jet interaction
ΔCAu	DLTCAU	incremental axial force coefficient due to RCS jet interaction (uncorrected for base pressure)
Ý		jet gas specific heat ratio
Σkį		sum of model nożzie thruśt calibration factors for all nozzieś installed on model during a given test rum, lbs/psia
Θ		RCS nuzzle angl. deg.
T/qA	T/QA	RCS thrust divided ' frééstream dynamic pressure times unit a
	T/QA-1	one jet RCS thrust divide by freestream dynamic pressure times unit area
ΔNģ	DN(RM)	incremental RCS jet amplification factor - rolling moment
ΔN _m	DN (PM)	incremental RCS jet amplification factor - pitching rement
ΔNn	DN (YM)	incremental RCS jet amplification factor - yawing moment
ΔNN	DN(NF)	incremental RCS jet amplification factor - normal force

NOMENCLATURE (Concluded)

Symböl .	Plot <u>Symbol</u>	Definition
ΔΝγ	DN(SF)	incremental RCS jet amplification factor - side force
ΔN _A	DN(AF)	incremental RCS jet amplification factor - axial force
ö .		one standard deviation from the mean
X		computed mean
δBF	BOFLAP	Orbiter body flap surface deflection angle, positive deflection trailing edge down, degrees
δ _e	ELEVON	Orbiter elevon surface deflection angle, positive deflection trailing edge down, degrees
	NO. JET	number of RCS jets firing
	TEMP	wing temperature, degrees Fahrenheit

REMARKS

After being subjected to Mach 10 airflow at a dynamic pressure of 150 psf for a period of time, wind tunnel models tend to heat up to temperatures as high as 500°F. Therefore, in an effort to determine whether or not model heating could affect jet interaction measurements, the model was inserted into the tunnel and data was taken as the model heated up. At each data point the temperature of the model wing was recorded by hand. These temperatures can be found in Table VII. Both RCS jets-on and RCS jets-off data were taken as a function of wing temperature. Little effect was observed.

CONFIGURATIONS INVESTIGATED

1

Three kinds of model changes were required for this test: 1) body flap, 2) elevons, and 3) non-metric RCS nozzle blocks. Twenty two nozzle blocks were used in this test. Nozzles N43, N44, N47, N48, N49, N50, N51, N52, and N61 were used in tests OA85 and OA105. Nozzles N31, N32, N33, N34, N36, and N37 were used in test LA25. Nozzles N78, N79, N81, N82, N83, N84, and N85 were used in test OA82. Nozzle configurations are summarized in Table IV.

Two body flap configurations, in addition to the zero degree setting, were tested. The body flap deflections tested were 13.75° and -14.25° . Similarly, elevon deflections tested were 10° and -30° .

INSTRUMENTATION

The LaRC 0.75-inch six-component 2019A internal balance was used for this test program.

No model base or balance chamber pressures were measured during the test. The RCS supply pressure was set and monitored at the plenum chamber between the left hand and right hand RCS nozzle blocks.

TEST FACILITY DESCRIPTION

The Math 10 nozzle of the Langley Continuous Flow Hypersonic Tunnel is designed to operate at stagnation pressures of 15 to 150 atmospheres at temperatures up to 1960° R. Air is preheated electrically by passing through a multi-tube heater. The nozzle has a 31-inch square test section which incorporates a moveable second minimum. Continuous operation is achieved by passing the air through a series of compressors. Additional information on this facility is given in NASA TM X-1130 entitled, "Characteristics of Major Active Wind Tunnels at the Langley Research Center", by William T. Schaefer, Jr.

DATA REDUCTION

Aerodynamic forces and moments were reduced to coefficient form using the following reference dimensions:

Reference Area:

$$S = 0.269 \text{ ft}^2 (38.736 \text{ in}^2), \text{ model scale}$$

= 2690.0 ft², full scale

Reference Lengths:

c = 4.748 in.model scale = 474.8 in.full scale b = 9.367 in.model scale = 936.7 in.full scale

The moments were reduced about a moment reference center located at:

Orbiter station 10.767 at Y_0 = 0.00 and Z_0 = 3.75 model scale X_0 = 1076.7, Y_0 = 0.0, and Z_0 = 375.0 full scale

Standard LRC data reduction techniques were employed for reducing the data to coefficient form.

Reduced coefficient data were used to determine RCS jet interaction amplication factors. Incremental coefficient data (ΔC_m , ΔC_u , ΔC_u , ΔC_u , ΔC_u , and ΔCA_u) were computed to provide effects of RCS jets. Amplification factors were computed for each plane of action:

$$N_{m} = \frac{\Delta C_{m}}{C_{m_{j}}} = \frac{\Delta C_{m}}{(T \ell_{m})} = \frac{q S \bar{C}}{P_{c} \ell_{m}} \Sigma k_{j} \Delta C_{m}$$

$$N_{\ell} = \frac{\Delta C_{\ell}}{C_{\ell}_{j}} = \frac{\Delta C_{\ell}}{(T_{\ell}^{\ell})} = \frac{\dot{q}S\dot{b}}{P_{c}\ell_{\ell}\Sigma}k_{j} \Delta C_{\ell}$$

DATA REDUCTION (Continued)

$$N_{n} = \frac{\Delta C_{n}}{C_{nj}} = \frac{\Delta C_{n}}{(\frac{T \hat{L}_{n}}{qSb})} = \frac{qSb}{P_{c}\hat{L}_{n}\Sigma k_{1}} \Delta C_{n}$$

$$N_N = \frac{\Delta C_N}{C_{Nj}} = \frac{\Delta C_N}{(\frac{T}{C_N})} = \frac{\dot{q}S}{P_C^{\Sigma k_1}} \Delta C_N$$

$$N_{\gamma} = \frac{\Delta C_{\gamma}}{C_{\gamma_{j}}} = \frac{\Delta C_{\gamma}}{(\frac{T}{C_{\gamma}})} = \frac{qS}{P_{c}\Sigma k_{1}} \Delta C_{\gamma}$$

$$N_{A} = \frac{\Delta C_{A_{U}}}{C_{A_{j}}} = \frac{\Delta C_{A_{U}}}{(\frac{T}{dS})} = \frac{dS}{P_{C}\Sigma k_{j}} \Delta C_{A_{U}}$$

where

em = RCS pitch jet moment arm

^{2m} = 4.523 in model scale

 $g_{\sigma} = RCS \text{ roll jet moment arm}$

 2 = 1.110 in model scale

 ℓ_n = RCS yaw jet moment arm = 4.588 in model scale

 Σk_1 = sum of k_1 's for all nozzles firing in the same thrust plane, k_1 given in Table VI

. S,c,b = as given above

The resulting factors (N's) represent amplification of Orbiter aerodynamic forces caused by RCS jet interaction with the Orbiter flow field. They are normalized by RCS jet thrusts to allow easy use in control analysis.

The incremental RCS jet amplification factors due to a control surface deflection of amount "a" were computed as follows:

DATA REDUCTION (Concluded)

$$\Delta N_{m} = N_{m_{\delta=a}} - N_{m_{\delta=0}}$$

$$\Delta N_{\ell} = N_{\ell \delta=a} - N_{\ell \delta=0}$$

$$\Delta N_{n} = N_{n_{\delta=a}} - N_{n_{\delta=0}}$$

$$\Delta N_{N} = N_{N_{\delta=a}} - N_{N_{\delta=0}}$$

$$\Delta N_{V} = N_{V_{\delta=a}} - N_{V_{\delta=0}}$$

$$\Delta N_{A} = N_{A_{\delta=a}} - N_{A_{\delta=0}}$$

These factors (ΔN 's) represent the incremental effect of control surface deflections on RCS jet interaction.

The incremental coefficient data do not include thrust forces since the model nozzles were non-metric. Increments and amplification factors were computed for each force and moment plane using data from each nozzle that was tested. This provides both direct (e.g. ΔC_m due to pitch jet) and cross-coupling (e.g. ΔC_m due to yaw jet) effects. Resulting data are presented in the data figures.

REFERENCES

DMS-DR-2195 (NASA-CR-134,442) "Results of Test 0A82 in the NASA/LRC 31-Inch CFHT on an 0.010-Scale Model (32-0) of the Space Shuttle Configuration 3 to Determine RCS Jet Flow Field Interaction and to Investigate RT Real Gas Effects" by D. E. Thornton, January 1975.

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	CAPACITY:	accuracy:	COEFFICIENT Tolerance:
NĚ	70 1bs	0.35 lbs	
SF	25 1bs	0.125 lbs	
AÉ	15_1bs	0.075 165	
РМ		<u>0.35 in-1</u> bs	•
RM	15 in-1bs	0.075 in-165	•
YM	<u>25 1n-16</u> s	125 in-1bs	
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1	356	Ø1N79N78	-	2	7	47.5			-		356		NUM
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BETR, Q(PSF), PERCS, T/GA, L/D AS DEPENDENT VARIBELES. # S" CATA SETS COUTAIN

TABLE III. - MODEL DIMENSIONAL DATA

MODEL COMPONENT : BODY - BIG	••	
GENERAL DESCRIPTION :Fuselage. C	onfiguration 3. per	Rockvell .
Lines V170-000139B		/
NOTE: Identical to Big except fore	body.	
MODEL SCALE: 0.010	•	,
DRAWING NUMBER:VI.20=0001398		•
DIMENSIONS:	FULL SCALE	MODEL SCALE
Length, In.	1290.3	12.903
Māx Width; In.	267.6	2.676
Max Depth , in.	244.5	2.445
Fineness Ratio	4.82175	4.82175
Ares Ft ₂		***************************************
Mäx. Cross=Sectional	386.67	0.0387
Planform		
Wetted		
Base		_

WODEL COMPONENT : RODY FLAP -	_F ₅	
GENERAL DESCRIPTION : Configura	tion 3 per Rockwell	Lines VI70-COOL
MODEL SOALE: 0.010		
DRAWING NUMBER:VL70-000139		***************************************
DIMENSIONS :	だけ し もたみ! 色	MODE! SCALE
United States	FULL SCALE	WODE! SCALE
Length, In.	84.70	0.847
Max Width, In.	267.6	2.676
Max Depth		
Fineness Ratio	·	
Area - Ft ³	***	•
Max. Cross-Sectional		
Planform	142.5	0.0143
Wetted		***
Base	38,0958	0.0038

MODEL COMPONENT : CANOPY - 57	···	
GENERAL DESCRIPTION:Gonfiguration.	3 për Rockwell	Lines VL70-00013
MODEL SGALE: Ö.Oló		
DRAWING NUMBER: V170-000139		
DIMENSIONS :	FULL SCALE	MODEL SCALE
Length ($X_0=433$ to $X_0=578$), In.	145.0	1.450
Max Width		
Max Depth		
Fineness Ratio		*
Áfēa		
Mäx. Cross=Sectional		
Planfórm		-
Wettéd		
Ráse		

MODEL COMPONENT: ELEVON - E-3	, ,	
GENERAL DESCRIPTION: Configuration 3 per Way	gg Rockwoll Line	eu Dráwing
AT THE PARTY OF TH		·
MODEL SCALE: 0.010		.,
DRAWING NUMBER: VL70-000139R		
<u>DIMENSIONS</u> :	Full-scale	MODEL SCALE
Area - Ft ²	205.52	0.0206
Spān (équivalent), In.	353.34	3,533
Inb'd equivalent chord, in.	114.78	1.148
Outb'd equivalent chord, In.	55.00	0.550
Ratio movable surface chord/ total surface chord		•
At Inb'd equiv. chord	0.208	0.208
At Outb'd equiv. chord	0.400	0.400.
Sweep Back Angles, degrees		
Leading Edge	0.00	0.00
Tailing Edge	- 10.24	-10,24
Hingeline	<u>- ŭ.ôo</u>	0.00
Area Moment (Normal to hinge line)-Ft3 (Product of Area and c)	1548.07	<u> 5.00155</u>

MUDEL COMPONENT: MPS NOZZLI	ES - N 39			
CENTRAL DESCRIPTION: Con	figuration 3A MPS	nozzles		
				<u> </u>
MODEL SCALE: 0.010	_			
DRUVINO NUMBER:				
dimenations:		FU	LL SCALE	MODEL SCALE
MACH NO.				
Length - In. Gimbal Point to Exi Throat to Exit Plan	t Plane ne			
Diameter - In. Exit Throat Inlet		 	94.000	0.940
Arëa - ft ² Exit Throat			48.193	0.00482
Gimbal Point (Station) Upper Nozzle	In.			
Х Ў 2	not used	-		
Lōwer Nozzles X Y Z		± -	1468.2 .53.0 .342.7	14.682 + 0.530 3.427.
Null Position - Deg. Upper Nozzle Pitch Yaw	n ōt Used	-		
Lower Nozzle Pitch Yww		•		

MODEL COMPONENT: NOZZLE - N31

GENERAL DESCRIPTION: RCS nozzle providing left-hand pitch-down control.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	.0990
Throat	.0921
Area - In. ²	
Exit	.007698
Throat	.006662
Area ratio	1.15
No. of nozzles	Ž

MODEL COMPONENT: NOZZLE - N3Z

GENERAL DESCRIPTION: RCS nozzle providing right-hand pitch-up control.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	
Cant angle - deg.	
Åft	Ø
Óutboard	0
Diameter - In.	•
Exit	.0990
Throat	.0921
Åreå - In. ²	
Éxit	.007698
Throat	.006662
Area ratio	1.15
No. of nozzleš	2

MODEL COMPONENT: NOZZLE - N33

GENERAL DESCRIPTION: RCS nozzle to provide left-hand yaw control.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	
Cant angle - deg.	
Aft	Ö
Outboard	Ò
Diameter - In.	
Exit	.0990
Thróát	.0921
Area - In. ²	
Exit	.007698
Throat	.006662
Area ratio	1.15
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N34

GENERAL DESCRIPTION: RCS nozzle to provide left-hand pitch-down control.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	.0878
Throat	.0520
Area - In. ²	
Exit	.006055
Throat	.002124
Area ratio	2.85
No. of nozzles	2

MÖDEL COMPONENT: NOZZLE - N36

GENERAL DESCRIPTION: RCS nozzle to provide left-hand pitch-up control

MODEL SCALE: .010

DRAWING NO .:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	
Cánt àngle - değ.	
Aft	0
Öutboard	0
Diameter - In.	
Exit	.0878
Throat	.0520
Area - In. ²	
Ėxit	.006055
Throat	.002124
Area ratio	2.85
No. of nozzles	Ź

MÖDEL COMPONENT: NOZZLE - N37

GENERAL DESCRIPTION: RCS nozzle to provide left-hand yaw control.

MODEL SCALE: .010

DRAWING NO .:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	•
Cant angle - deg.	
Aft	Ŏ
Outboard	ø
Diameter - In.	
Exit	.0878
Throat	.0520
Area - In. ²	
Exit	.006055
Threat	.002124
Area ratio	2.85
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N43

GENERAL DESCRIPTION: RCS mozzle to provide left-hand pitch-down control

to simulate entry.

MODEL SCALE: .010

DRAWING NO .:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	5
Cant angle - dég.	
Aft	12
Outboard	20
Diameter - In.	
Exit	.129
Throat	.0465
Area - In. ²	
Exit	.013070
Throat	.001698
Area ratio	7.70
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N44

GENERAL DESCRIPTION: RCS nozzle to provide right-hand pitch-up control

to simulate entry.

MODEL SCALE: .010

DRAWING NO .:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	5
Cant angle - deg.	
Áft	σ
Outboard	0
Diameter = In.	
Exit	.129
Throat	.0465
Aréa - In. ²	
Éxit	.013070
Throat	.001698
Area ratio	7.7
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N47

GENERAL DESCRIPTION: RCS nozzle to provide left-hand pitch-down control

to simulate entry.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
Flight dynamic pressure simulation = PSF	20
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	.117
Throat	.0465
Area - In. ²	
Exit	.010751
Throat	.001698
Area ratio	6.33
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N48

GENERAL DESCRIPTION: RCS nozzle to provide right-hand pitch-up control

to simulate entry.

MODEL SCALE: .010

DRAWING NO.:

	MODEL SCALE
flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	σ
Outboard	0
Diameter - In.	
Exit	.117
Throat	.0465
Area - In. ²	
Exit	.010751
Throat	.001698
Area ratio	6.33
No. of mozzies	2

MODEL COMPONENT: NOZZLE - N49

CENERAL DESCRIPTION: RCS Nozzle providing left-hand pitch-down control

to simulate return to launch site (RTLS)

MODEL SCALE: 0.010

DRAWING NO.: SS-A01160-19

dīmensions:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant Angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area Ratio	4.430
No. of nozzles	2

MODEL COMPONENT: NOZZLE - NOZ

CENERAL DESCRIPTION: RCS nozzle providing righthand pitch-down control to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DRAWING NO.: 35-A01160-20

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	0.141
Excit	0.151
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Areā rātio	4.430
No. of nožžles	2

MODEL domponent: NOZZLE - N51

CENERAL DESCRIPTION: ROS nonzie providing jeft-hand provident to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DRAWING NO.: SS-A01160-11

DIMENTIONS:	MODEL SCALE
Wlight dynamic pressure simulation - FSF	20
Cant angle - Deg.	
Aft	b
Outboard	0
Diameter - In.	
Ēxit	0.141
Throat	0.0670
Area - In. ²	2022,0
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzleš	<u>l</u> i.

MODEL COMPONENT: NOZZLE - N52

CENERAL DESCRIPTION: RCS nozzle providing right-hand pitch-up control to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DRAWING NO.: 33-A01160-12

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	0
Outboard	Ö
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exi t	0.015 61 4
Throat	0.003525
Aréa ratio	4.430
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N61

GENERAL DESCRIPTION: RCS nozzle to provide left-hand yaw control to

simulate entry.

MODEL SCALE: .010

DRAWING NO .:

	MODEL SCALE
Flight dynamic pressure simulation - PSF	5
Cant angle - deg.	
Aft	0
Outboard	0
Diameter - In.	
Exit	.129
Throat	.0465
Area - In. ²	
Exit	.013070
Throat	.001698
Area ratio	7.70
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N78

GENERAL DESCRIPTION: RCS nozzle providing right-hand up-firing

control to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DRAWING NO.: SS-AO1160

DIMENSIONS:	MODEL SCALE:
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	0
Outboard	Ò
Diameter - In.	
Exit	ö.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Área rátio	4.430
No. of nozzles	1

MODEL COMPONENT: NOZZLE - N79

GENERAL DESCRIPTION: RCS nozzle providing left-hand pitch-down control to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DRAWING NO .:

Dimension3:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	12
Outboard	20
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015615
Throat	0.003525
Area ratio	4.430
No. of nozzles	1

MODEL COMPONENT: NOZZLE - Nal

GENERAL DESCRIPTION: RCS nozzle providing left-hand pitch-up control

to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DRAWING NO .:

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - Deg.	
Aft	Ò
Outboard	0
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.0035 25
Arēa rātio	4.430
No. of nozzles	2

MODEL COMPONENT: NOZZLE - N82

MODEL DESCRIPTION: RC3 nozzle providing right-hand pith-up control

to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

DIMENSIONS:	MODEL SCALE
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
.Aft	٥
Outboard	ø
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In.2	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzles	3

MODEL COMPONENT: NOZZLE - N83

CENERAL DESCRIPTION: RC3 nozzle providing left-hand pitch-down control to simulate return to launch site (RTL3).

MODEL SCALE: 0.010

DRAWING NO.:

dimensions:	MODEL SCALE
Flight dynamic pressure simulation - PSF	2 0
Cant angle - deg.	
A ft	12
Outboard	20
Diameter - İn.	
Exit	0.141
Throat	0.0570
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzleš	3

MÖDEL COMPONENT: NOZZLE - N84

TENERAL DESCRIPTION: RCS nozzle providing right-hand pitch-up control to simulate return to launch site (RTLS).

MODEL JCALE: 0.010

DRAWING NO.:

Dimēnāions:	MÖDEL SCAJ &.
Flight dynamic pressure simulation - PSF	20
Cant angle - deg.	
Aft	Ŏ
Outboard	o
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - Iň. ²	
Exit	0.015614
Throat	0.003525
Area ratiō	4.430
No. of nozzles	2

TAPLE III (CONT:D)

MODEL COMPONENT: NOZELE - NB5

CENERAL DESCRIPTION: RCS nozzle providing left-hand side-firing to simulate return to launch site (RTLS).

MODEL SCALE: 0.010

The market of the control of the con

dimensions:	MODEL SCALE
Flight dynamic pressure simulation - FSF	20
Cant angle - deg.	
Aft	Ó
Outboard	0
Diameter - In.	
Exit	0.141
Throat	0.0670
Area - In. ²	
Exit	0.015614
Throat	0.003525
Area ratio	4.430
No. of nozzles	2

RLE III (CONT'D)

MODEL COMPONENT : OKS POD - MG		
GENERAL DESCRIPTION : Basic configu	ration 3A DMJ po	de with here
metric RCS engine housing and noveloc.	Shme gedmetry	na My
MODEL SCALE: O.010		
DRAWING NUMBER: V170-000139B		
DIMENSIONS :	FULL SCALE	MODEL SCALĒ
Léngth	346.0	3.460
Max Width	108.0	1.080
Max Depth	113.0	1.130
Fineness Ratio		
Area		•
Max. Cross-Sectional	-	
Planform		
Wetted		
Base		The state of the s
Station of aft end of RCS nozz	ale 1560	15.60

MÖDEL COMPONENT: RUDDER - RE	, ,	
GENERAL DESCRIPTION: Configuration 1400 configuration 140A/B rudder)	orbiter rudder (i	dentical to
MODEL SCALE: 0.010		
DRAWING NUMBER: V170-000146B, -000095		
DIMENSIONS:	FULL-SCALE	MÖDEL SCALE
Area - Ft ²	100.15	_0.0100
Span (equivalent), In.	201.00	2.010
Inb'd equivalent chord , In.	91.585	0.916
Outb'd equivalent chord, In.	50.833	0.508
Ratio movable surface chord/ total surface chord		,
At Inb'd equiv. chord	0.400	0.400
At Outb'd equiv. chord	0.400	0.400
Sweep Back Angles, degrees		
Leading Edge		
Tailing Edge	26.25	26.25
Hingeline (Product of Area & C)	34.83	34.83
Area Moment (Normal-to-hinge-line)Ft3	610.92	0.000616
Mean Aerodynamic Chord, In.	73.2	0.732

MODEL COMPONENT: VERTICAL - V7		
CENERAL DESCRIPTION: Genterline vertical	tail doublewedge	strfoil
with rounded leading edge.		
"OTE: Same as Vz. but with manipulator hou	sing removed.	
MODEL SCALE: 0.010		
DRAWING NUMBER: VI.70-000139	and the second s	, amed-4 america-a aptenti
encientation:	FULL SCALE	MODEL SCALE
TOTAL DATA		
Planform Span (Theo) - In. Aspect Ratio Rate of Taper Taper Ratio Sweep-Back Angles, Degrees. Leading Edge Trailing Edge 0.25 Element Line	425.92 315.72 1.675 0.507 0.404 45.00 26.249 41.130	0.0426 3.157 1.675 0.507 0.404 45.000 26.249 41.130
Chords: Root (Theo) WP Tip (Theo) WP MAC Fus. Sta. of .25 MAC W.P. of .25 MAC B.L. of .25 MAC	268.50 108.47 .199.81 1463.50 635.522 0.00	2.685 1.085 1.998 14.635 6.355 0.00
Airfeil Section Leading Wedge Angle - Deg. Trailing Wedge Angle - Deg. Leading Edge Radius		10.00 14.920 0.020 0.0013
Void Area Blanketed Area	0.00	0.0015
DIRUKE OEG VILGR	- 0.00	

*REV. 11/9/74
TABLE III. - MODEL DIMENSIONAL DATA - Concluded.

MODEL COMPONENT: WING-WIND	1.90	
2515RA DESCRIPTION: Confiburation Loss Rockwell L		
NOTE: Same as Ways except outf gireril and i	ncidende angle	
THE MO.	ÓWĠ. NOVL?	0-0001398
DIMENSIONS:	FULL-SCALE	MODEL SCALE
TOTAL DATA APER (. red.) Ft2 CONAL PAGE IS		
Planform OF POOR OTIAT Priva	2690.00 936-68	26,900
Aspect Ratio	2.265	2.265
Rate of Taper Taper Ratio	0.200	0.200
Dihedral Angle, degrées Incidence Angle, degrées	3,900 0,500	3.500 0.500
Aerodynamic Twist, degrees Sweep Back Angles, degrees	+3.000.	+ 3.000
Leading Edge	45.000	10.24
Trailing Edge 0.25 Element Line	35, 209	35,209
Chords: Root (Theo) B.P.D.O. Tib, (Theo) B.P.	689.24	6.892
MΔC	137.85	4,748
Fus. Sta. of .25 MAC (2,)* W.P. of .25 MAC	290.857	11,369 2,909
(Yo) * B.L. OT .25 MAC	182.13	1,821
Area (Theo) Ft2	1752.29. .720.68.	17.523
Span. (Theo) In. BP108 Aspect Ratio	2.058	2.058
Taper Ratio Chords	0.245	5.624
Root BP108 Tip 1.00 <u>b</u>	137.85	1.379
MAC	393.03	3.930
Fus. Sta. of .25 MAG *W.P. of .25 MAC	1185.31 293.653	2.937 .
B.L. of .25 MAC Airfoil Section (Rockwell Mod NASA)	251.76	2.518 _
XXXX-64 Root b 4	0.100.	.0.100
7	0.120	<u>0.120</u>
Tip b = 2		
Data for (1) of (2) Sides Leading Edge Cuff Planform Area 52	118.333	1183
i pading Edda Intersects Fus M. L. 9 588	500.00	5.000 10.834
Leading Edge Intersects Wing & Sta	1083.4	201037

TABLE IV. - SUMMARY OF NOZZLE NOMENCLATURE

Nozzle	Throat Dia.	Exit Dia.	Lip Angle	Type	No. of Jets	Cant
N31	0.0921	0.0990	స్తి	LH down firing	2	20°00180.12°AFT
N32	0.0921	0.6990	ર્જ	RH up firing	7	None
N33	0.0921	0.099a	చి	LH side firing	2	None
N34	0.0520	0.0878	တ်	LH down firing	2	20°001180, 12°4FT
N36	0.0520	0.0878	ტ	RH up firing	~	Tone
N37	0.0520	0.0878	ô	LH side firing	5	None
1743	0.0465	0.129	31°45'	EH down firing	હ્ય	20°0018D,12°AFT
N44.	0.0465	0.129	31°45*	RH up firing	2	Mane
N4.7	0.0465	0.117	34°30°	LH down firing	ξú	26°OUTED,12°AFT
NAS	0.0465	0.117	34°30'	RH up firing	~	สัญเล
6\$N	0.0670	0.1413	34°15"	LH down firing	č.	20°00TBD,12°AFT
N50	0.0670	0.1413	34~15.	RH down firing	8	20°CUTBD.12°AFT
NST	0.0670	0.1413	34°15'	LH side firing	©'	None
152	0.0670	0.1413	34° 15'	RH up firing	. 2	Nave
N61	0.0465	0.129	31°45'	LH side firing	2	ាំបរាខ
N78.	0.0670	0.1413	34.15	RH up firing	-	Nane

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TABLE IV. - Concluded

Cant	20°0UTBD,12°AFT	Nane	None	20°001180,12°AFT	None	None
No. of Jets	p-em	۲3	ന	რ	2 up	2
Туре	LH down firing	LK up firing	RH up firing	LH dowa firing	Combination-RH up firing & side firing	LH side firing
Lip Angle	34°15'	34°15'	34°15'	34°15'	34°15'	34°15'
Exit. Dia.	0.1413	0.1413	0.1413	0.1413	0.1413	0.1413
Throat Dia.	0.0670	0.0670	0.0670	0.0670	0.0670	0.0670
Nazzle	6ZN	181	1182	N83	N84	N86,

TABLE V. - SIMULATION PARAMETERS

q_{∞} = 20 PSF RTLS abort separation simulation

Α.	Free Stream Condit	ions	Free Flight	Wind Tunnel
	Dynamic Pressure Mach number *Reynolds No. Altitude	q M RN/L h	20 psf 7 1.23x10 ⁶ 200,000ft	150 psf 10.3 1x10 ⁶
В.	RCS Jet Characteri	<u>stics</u>	<u>Prototype</u>	Model
	Chamber Pressure Chamber Temp. Specific Heat Ratio Recipion Ratio Nozzle Angle Exit Area Exit Mach No. Exit Pressure Mass Flow Rate Momentum Thrust	PCC TCC O AE Mjj mjUj MjUj	150 psia 5450 °R 1.232 20 9° 72.382 in ² 3.93 0.643 psi 3.287 lbm/sec 903.46 lbF	140 psi 520 °R 1.4 4.792 34°15' 0.01567 in ² 3.13 3.136 psi 0.01067 lbm/sec 0.675 lbs.
c.	Jet to Free Stream Parameters (Sref =		full Scale Free Flight	Simulation
	Thrust Ratio	T q Sréf	47.5	47.5 (Matched)
	Mass Flow Ratio	mj ρ U Sref	26.4	50.6
	Mớmentum Ratio	M, U, q Sref	45.17	45 (Matched)
	Pressure Ratio	Pj	224	224 (Matched)
	Plume Shape		Boundary up to Impact station	(Roughly Matched)

^{*} Reynolds Number based on Orbiter length Lorb = 107.5 ft.

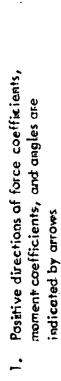
TABLE VI. - THRUST COEFFICIENT FACTORS

<u>Jet</u>	<u> Gas</u>	k _i = T/P _C 1bs/psia
N31	Air	0.00692
N32	Air	0.00738
N33	Air	C.00792
N34	Air	0.00266
N36	Air	0.00261
N37	Äir	0.00300
N43	Air	0.00250
N44	Air	0.00245
N47	Air	0.00237
N48	Air	0.00237
N49	Air	Ö. 0Ó920
N50	Air	0.00824
N51	Air	0.01620
N52	· Air	0.00920
N61	Air	0.00221
N78	Air	0.00450
N79	Air	0.00460
N81	Áir	0.00900
N 5 2	Air	0.01356
N83	Áir	0.01356
N84	Air	0.00886
N85	Air	0.00904

TABLE VII. - WING TEMPERATURES *

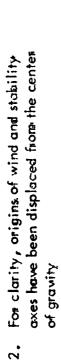
Jet	NO	0FF	NO	OFF	NO	OFF	ON	OFF	Š	OFF	7 6	OFF	26	0FF	NO	OFF	
$\alpha = 35$	189	219	246	273	291	314	333	353	369	386	406	417	429	442	451	463	
α = 20	181	208	235	264	289	अउ	329	343	359	374	387	397	405	414	423	431	
υ - 10	295	326	344	362	375	388	398	408	417	425	434	443	450	459	465	472	
Ö	221	290	308	327	342	356	368	375	386	396	404	412	418	425	432	438	
Data Point	· -	83	· m	· 4	S.	9	2	&	6	10	Ť	12	13	14	15	91	

* degrees Fahrenheit



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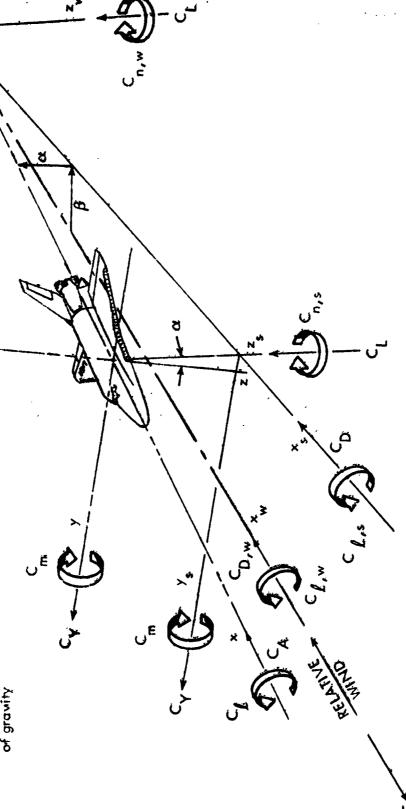
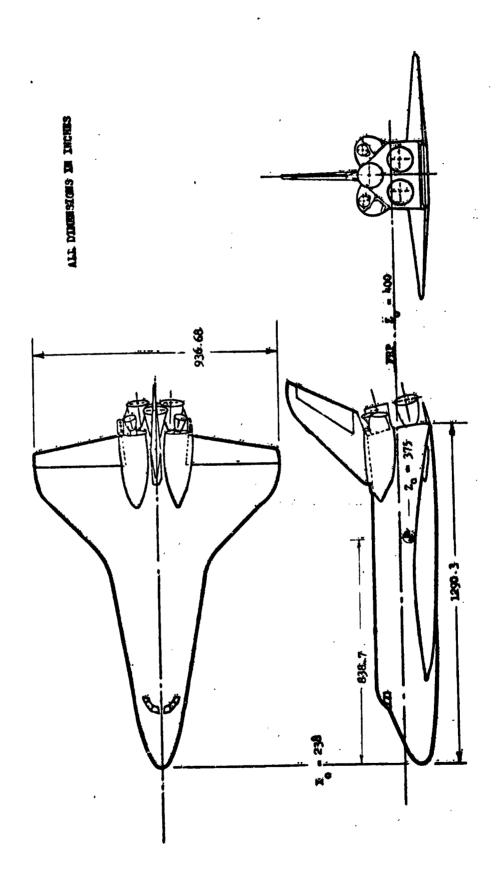
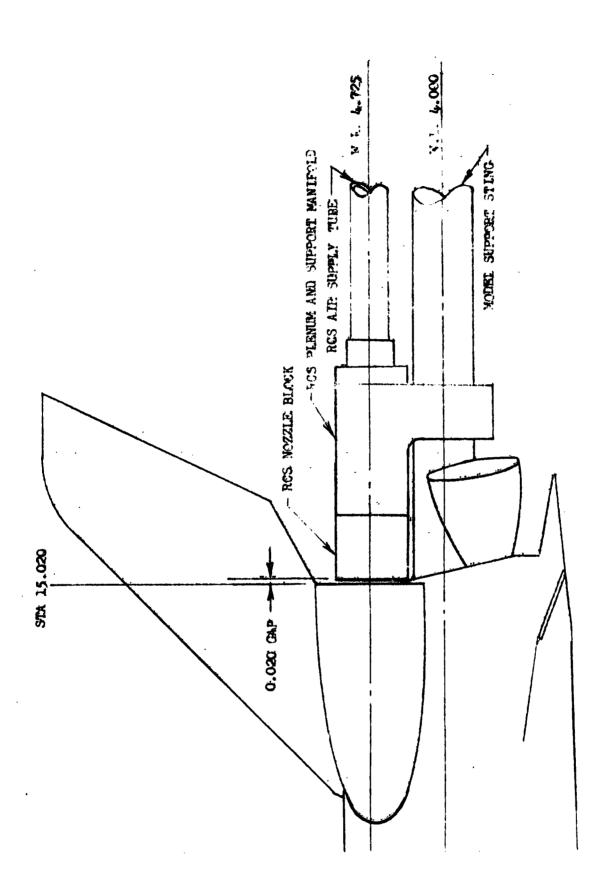


Figure 1. - Axis systems.

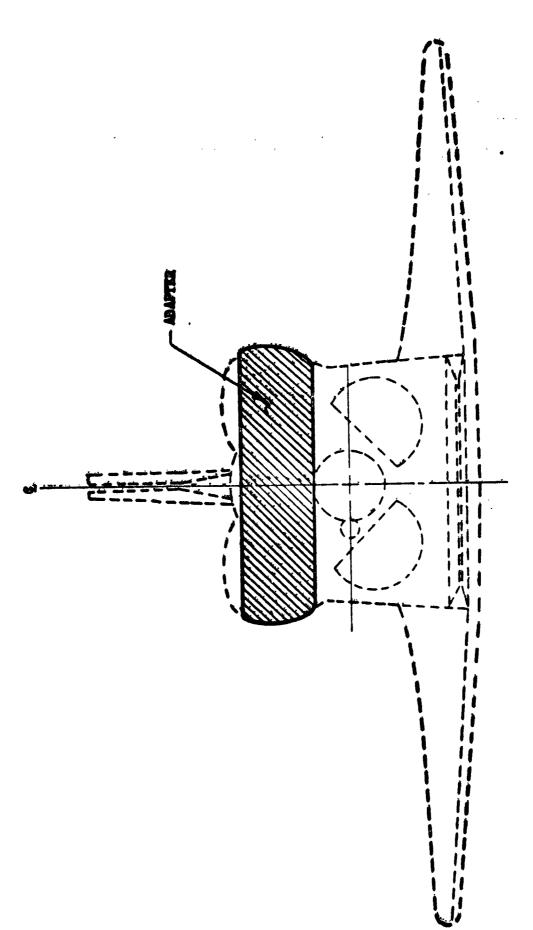


a. Orbiter Configuration

Figure 2. - Model sketches.

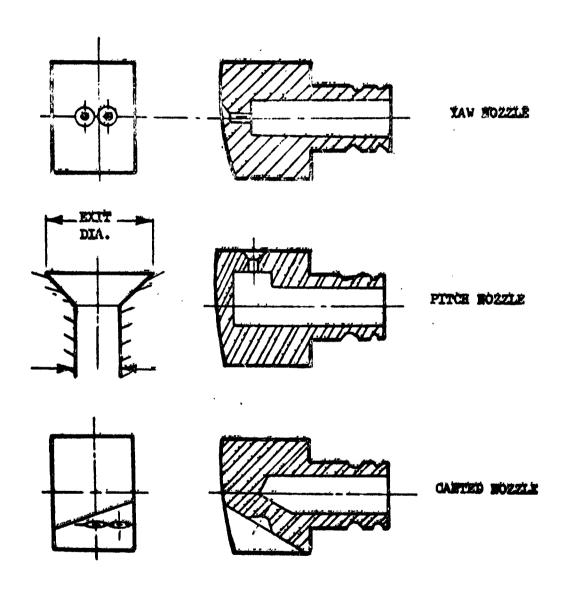


b. RCS Plenum Mozzłe 5lock InstallationFigure 2. - Continued.



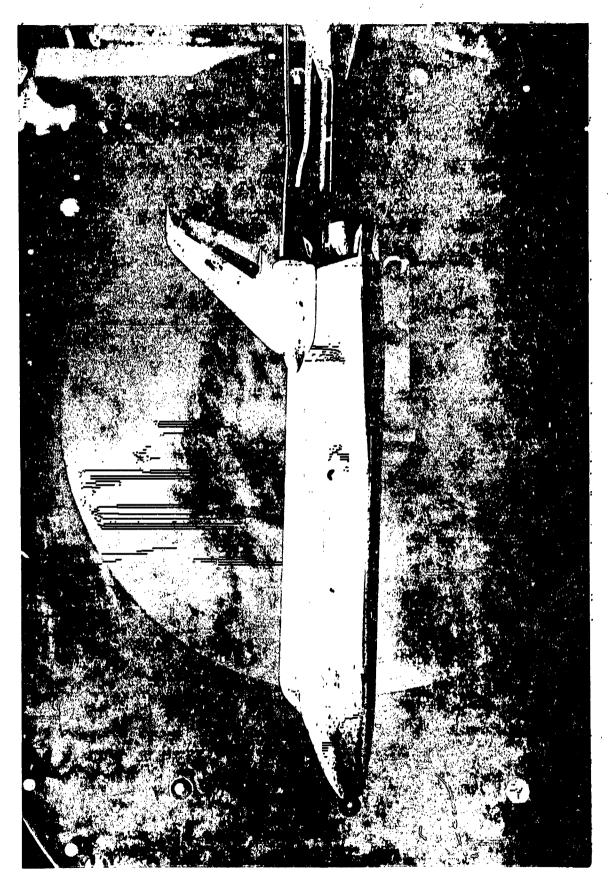
c. PCS Nozzłe Adapter

Figure 2.- Continued.



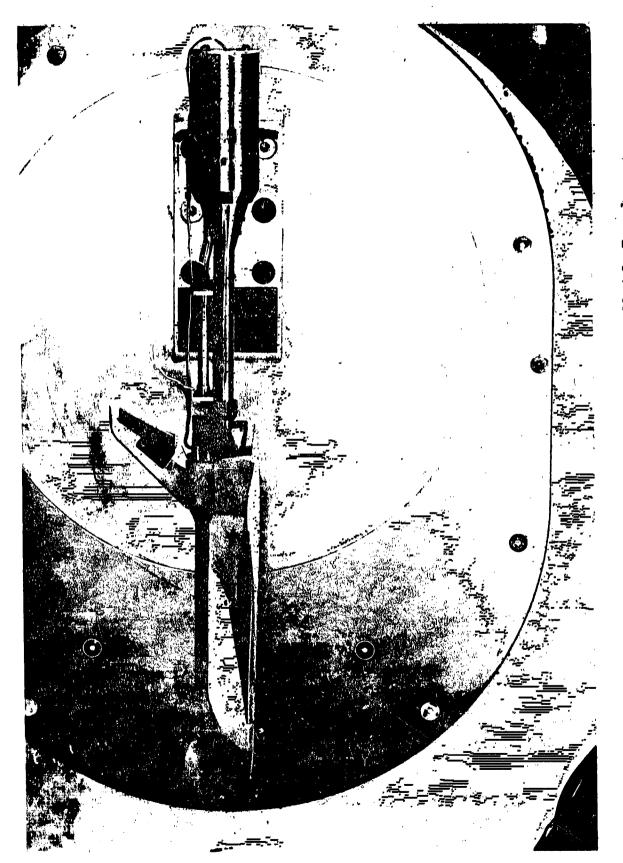
d. Model Nozzle Block Configurations

Figure 2. - Concluded.



a. Orbiter Installation Side View

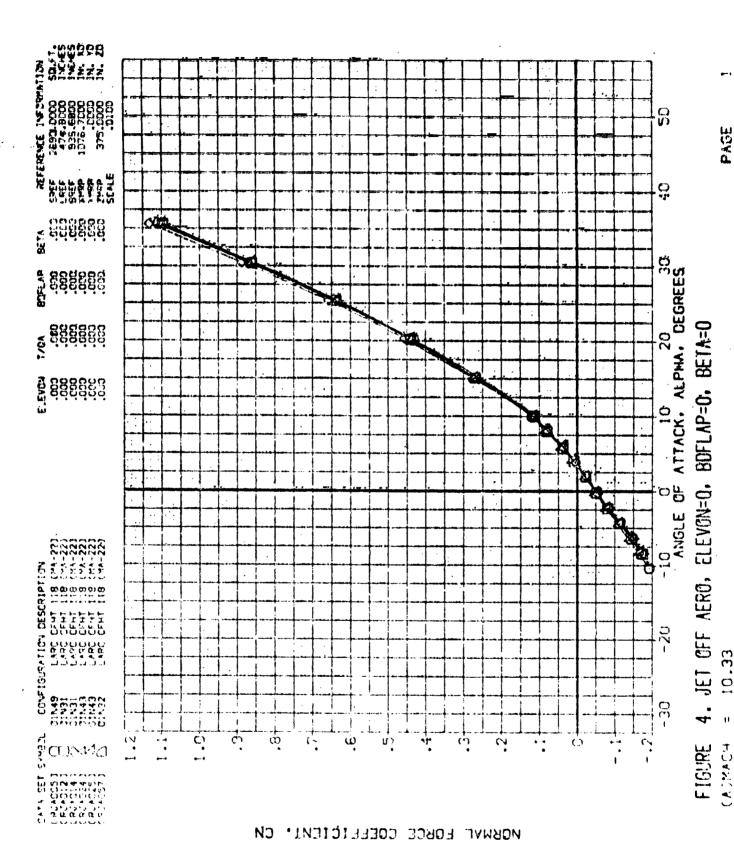
Figure 3. - Model photographs.



b. Side View Of Nozzle Assembly Instabled In Tunnel

Figure 3. - Concluded.

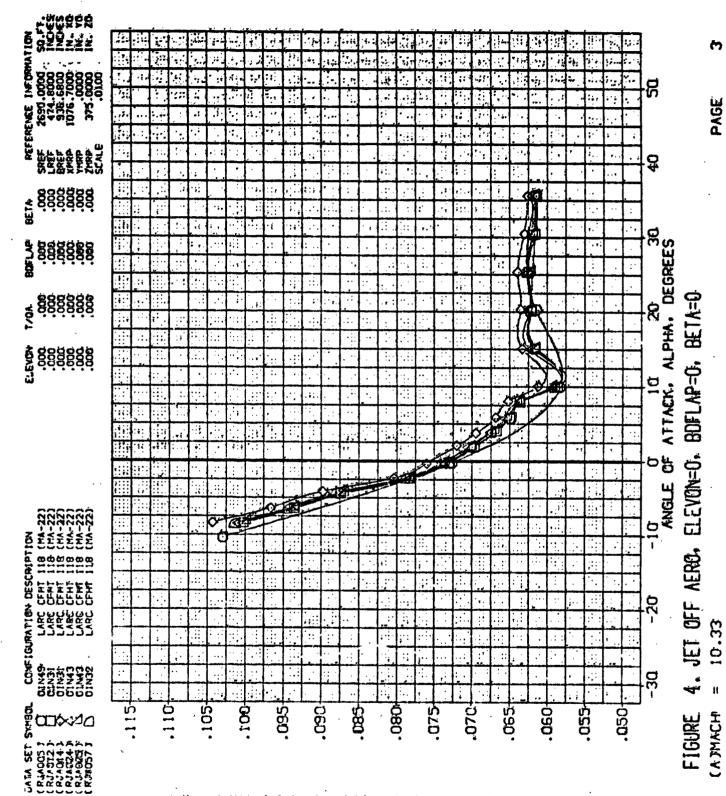
DATA FIGURES



REFERENCE INCHANTIC REF 2594,0010 SOI VEF 474,9000 IN VEF 916,6000 IN VEF 1075,0000 IN VEF 375,0000 IN VEF 375,0000 IN PAGE SAEF LAEF LAEF LARP ZHAP ZHAP ZHAP ₹ 666666 6386666 OF 0 10 20 30 ANGLE OF ATTACK, ALPHA, DEGREES 8 \$ \$5\$\$\$\$ \$ \$4\$\$\$ \$**688**8888 4. JET OFF AERO, ELEVON=0, BDFLAP=0, BETA=0 = 10.33 22-22-22 68-22-22 88-LARC CFHT LARC CFHT LARC CFHT LARC CFHT LARC CFHT ij CONTRACTOR OF INSTRUCTION OF INSTRUC Ŗ .005 .005 010. -.020 -.035 -.045 -.030 .040 -.050 -.015 -.025 å CD≫\Q -.055 -.060-FIGURE (A)MACH (R.MOGS) (R.MOGS) (R.MOGS) (R.MOGS) (R.MOGS)

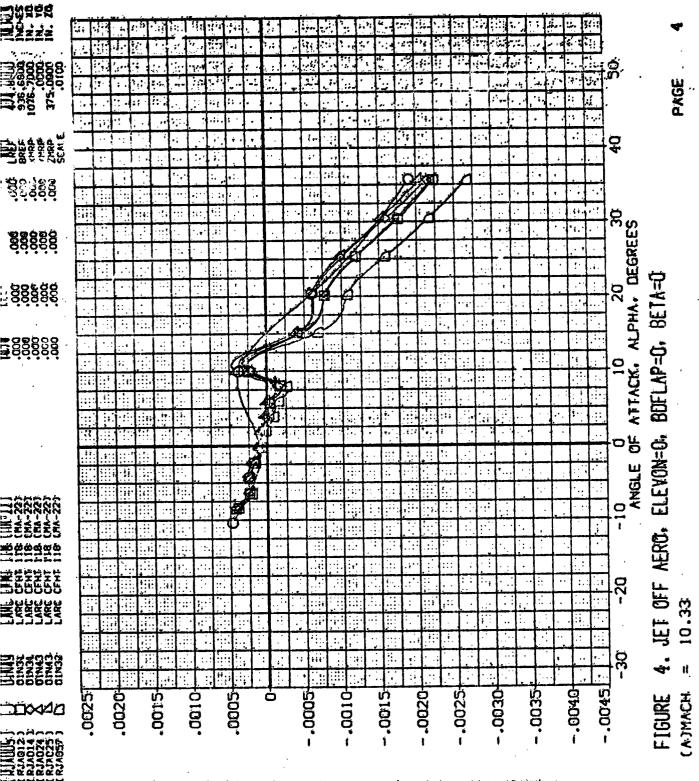
PITCHING MOMENT COEFFICIENT, CLM

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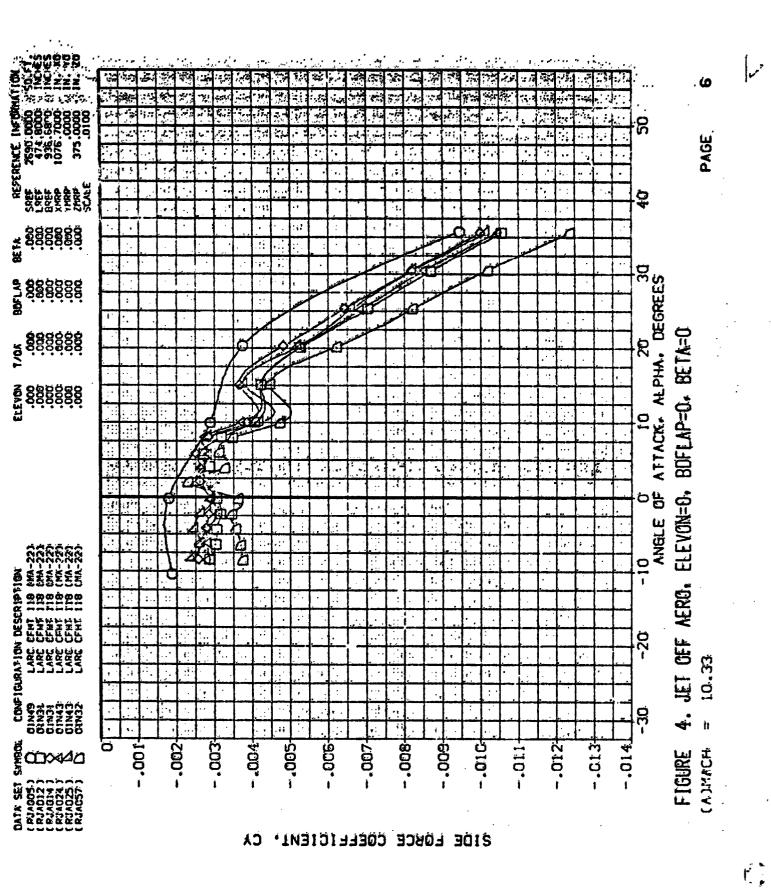
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UNCORRECTED AXIAL FORCE COEFFICIENT, CAU



ROFFING MOMENT EGEEFICIENT. CBL (BOOK AXIS)

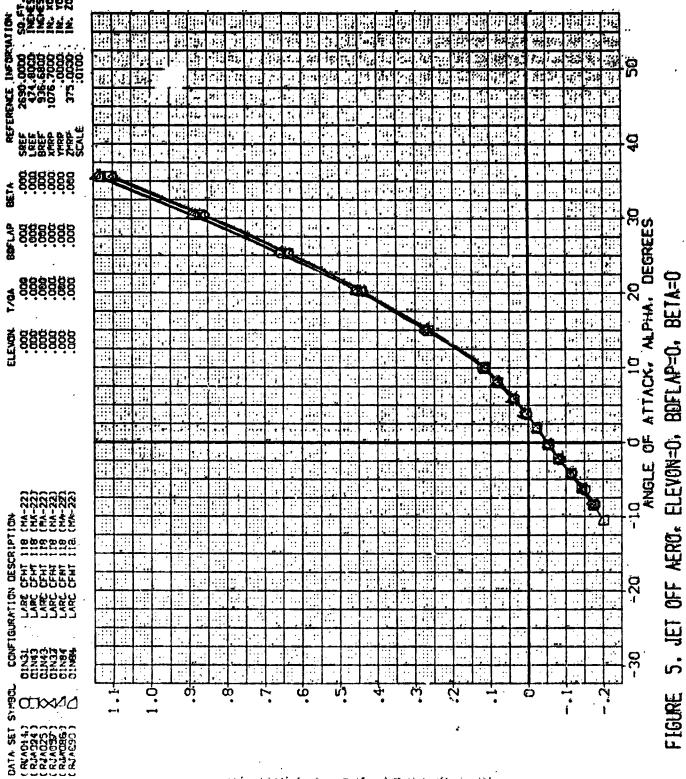
AVMING MOMENI COEFFICIĒNI. CYN (BODY AXIS)



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PAGE



MORMAL FORCE COEFFICIENT, CM

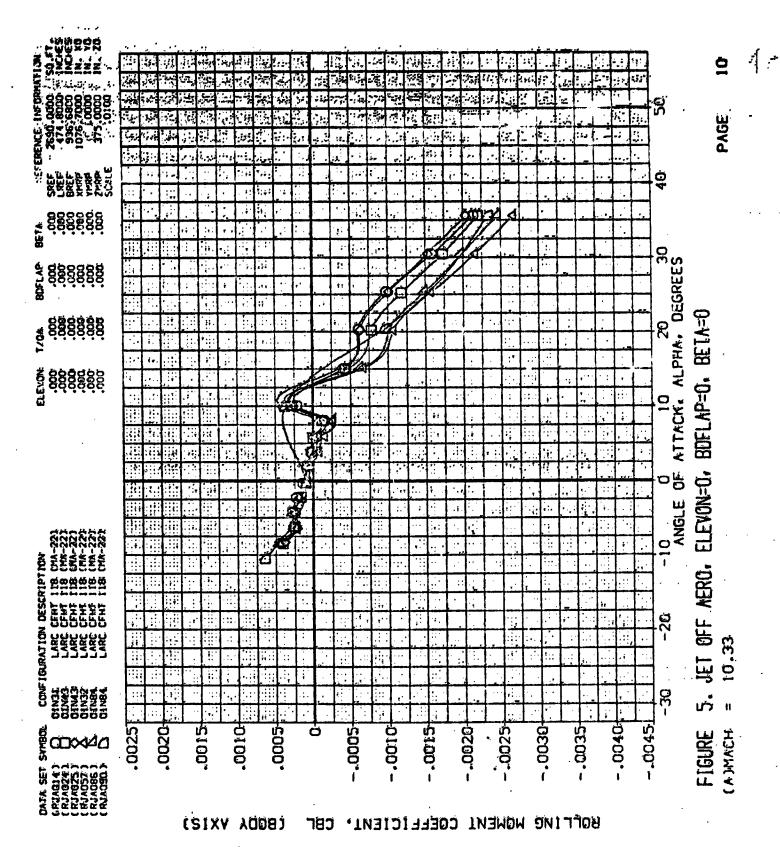
PITCHING MOMENT COEFFICIENT, CLM

W.

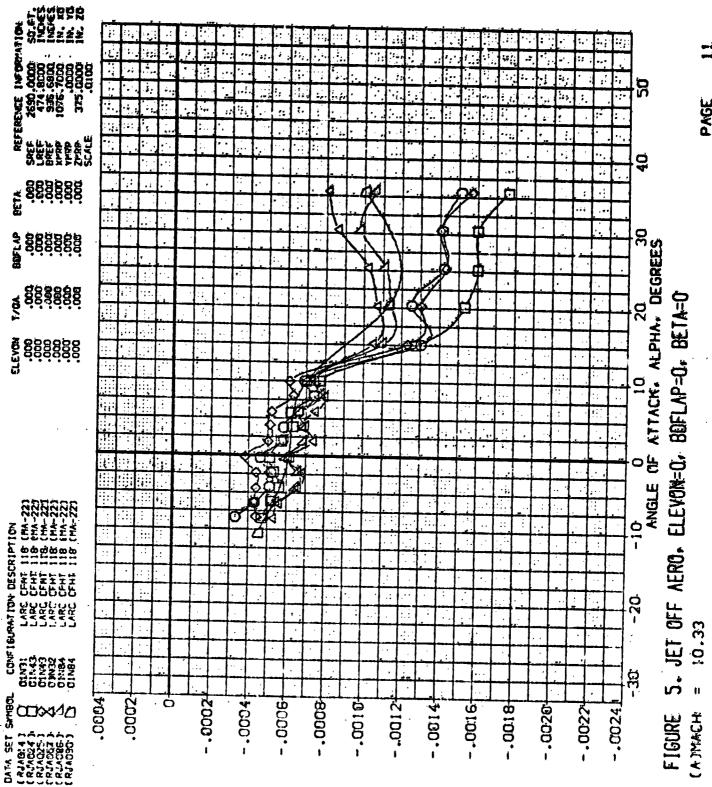
ರಾ ^{'_ಯಜ್}

(A)MACH

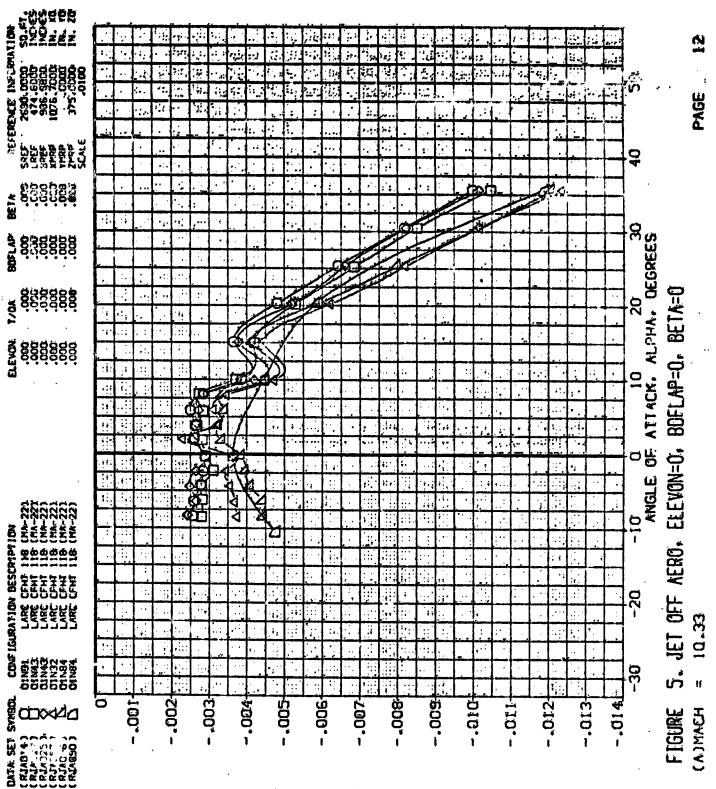
FIGURE



, 3

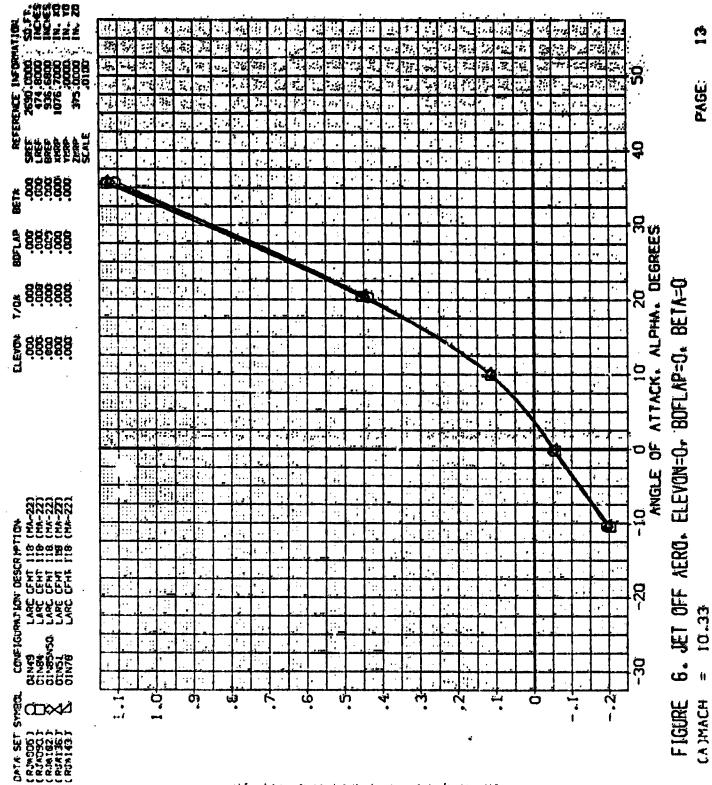


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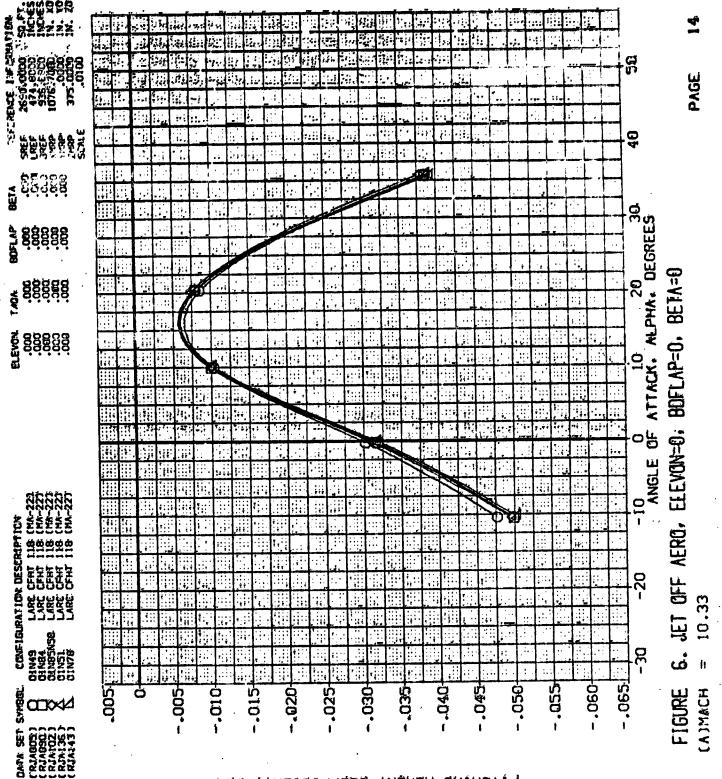


SIDE FORCE COEFFICIENT, CY

1 7/2



MORWYT FORCE COEFFICIENT, CH



PITCHING MOMENT COEFFICIENT, CLM

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UNCORRECTED AXIAL FORCE COEFFICIENT, CAU

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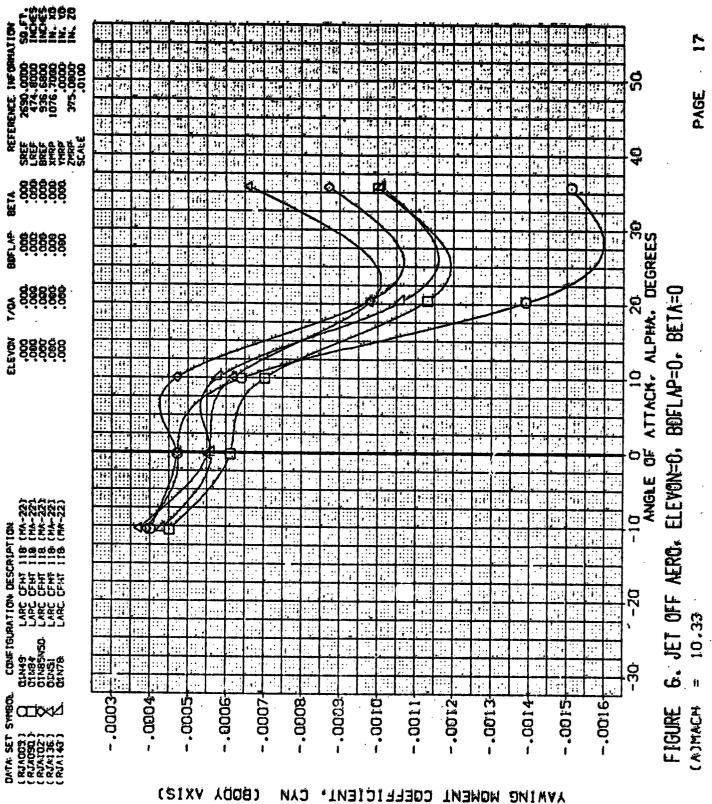
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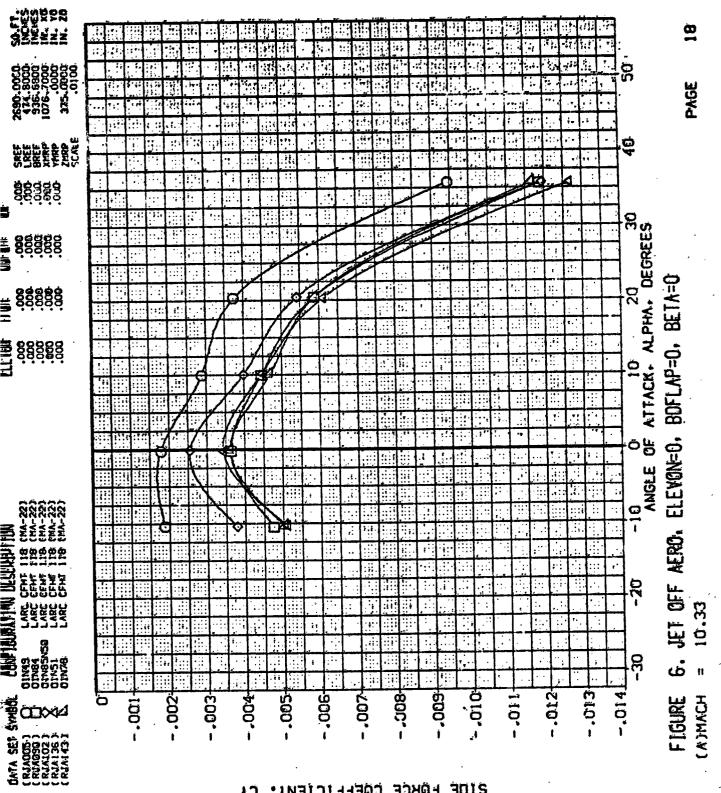
ROLLING MOMENT COEFFICIENT.

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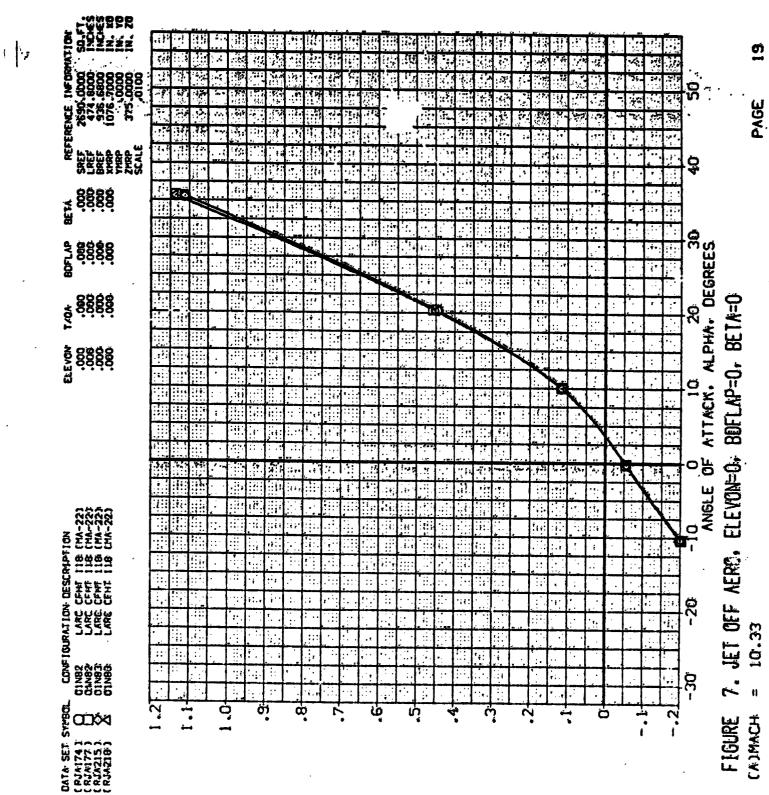


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SIDE FORCE COEFFICIENT.

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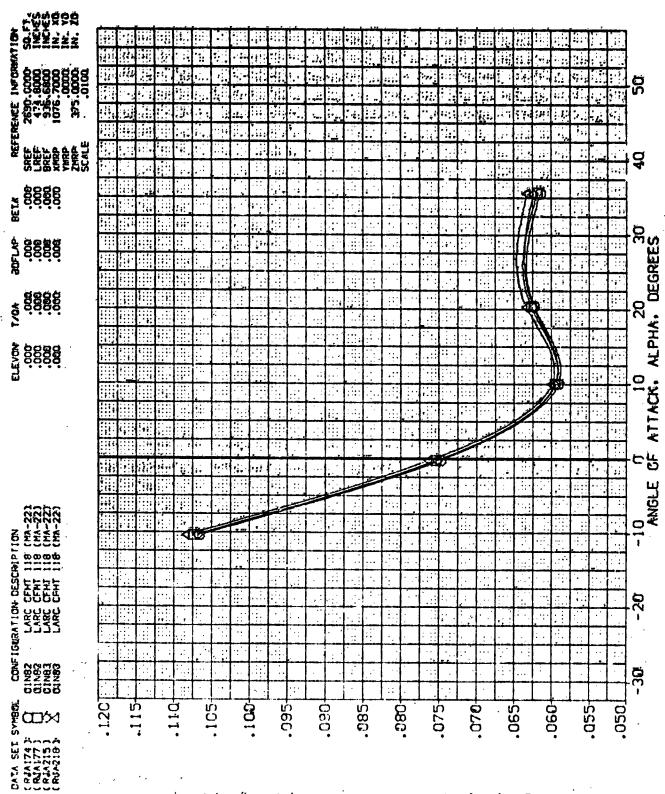
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BUFLAP=0, BETA=0

7. JET OFF AERO, ELEWON-O, = 10.33

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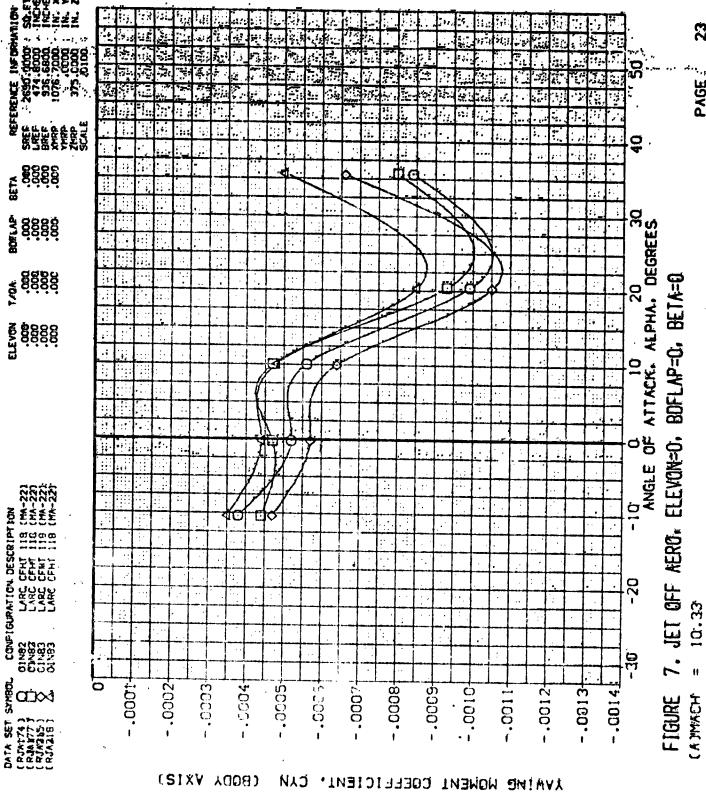
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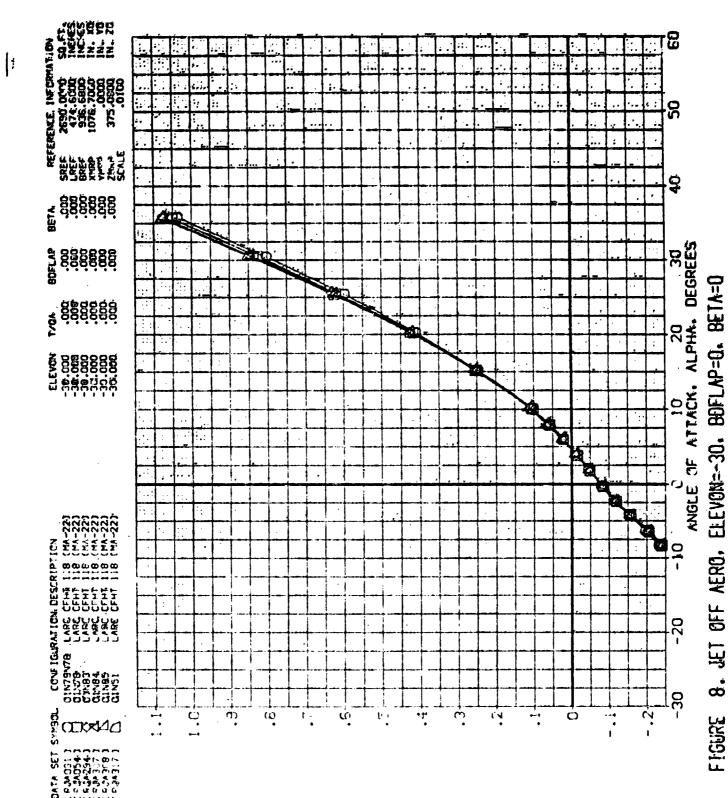


SIDE FORCE COEFFICIENT, CY

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YAWING MOMENT COEFFICIENT. (SIXY ADDB) CAN

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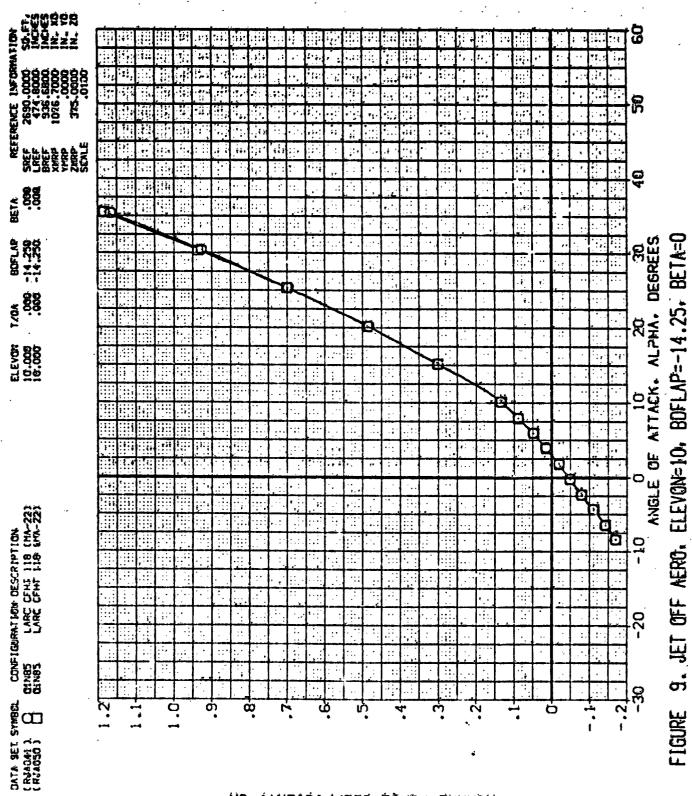
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FIGURE

SIDE FORCE COEFFICIENT. CY

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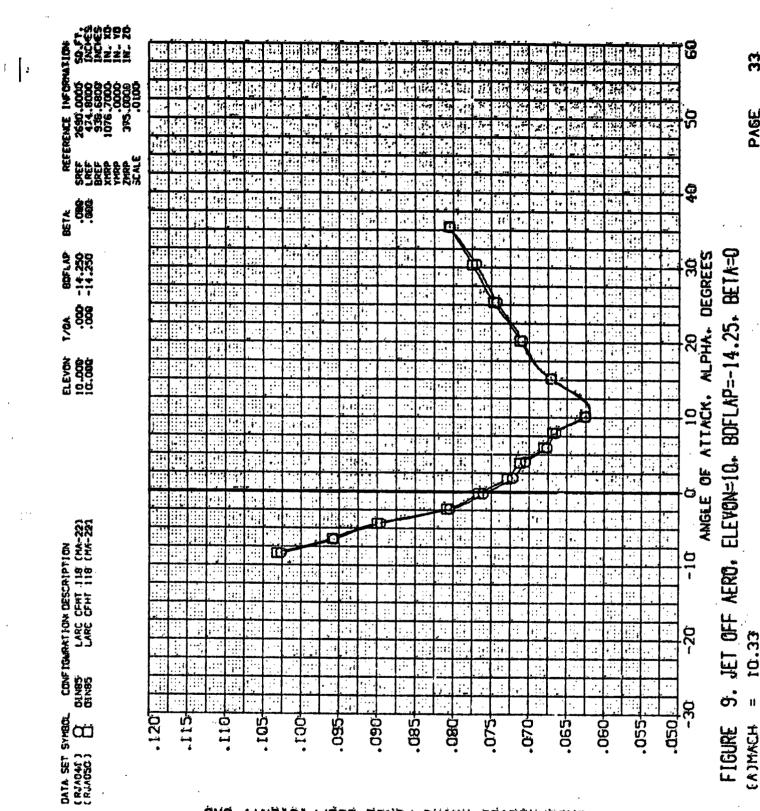
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PITCHING MOMENT COEFFICIENT, CLM



UNCORRECTED AXIAL FORCE COEFFICIENT, CAU

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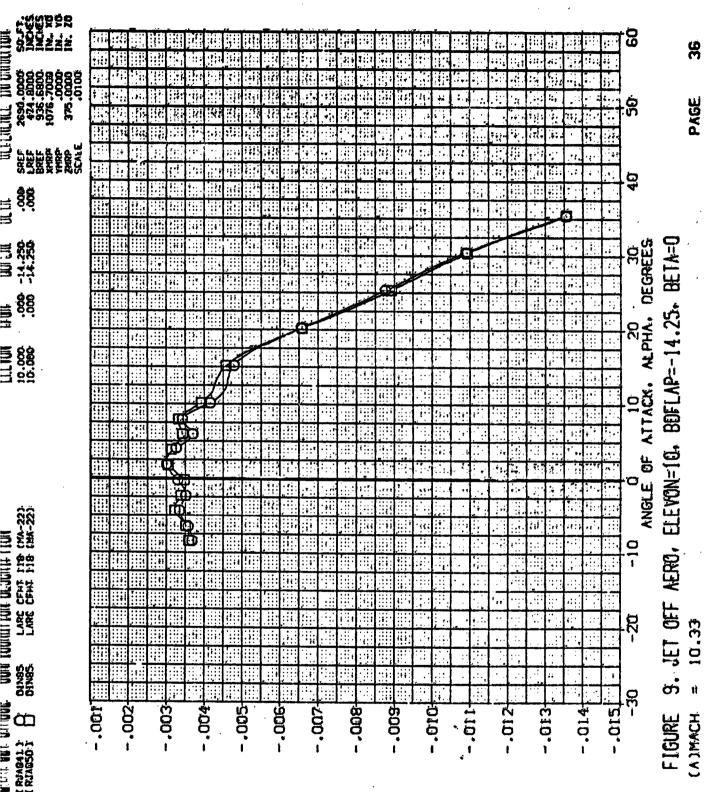
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ROLLING MOMENT COEFFICIENT. CBL (800Y AXIS)

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FIGURE 10. JET OFF AERO, ELEVON=10, BOFLAP= 13.75, BETA=0

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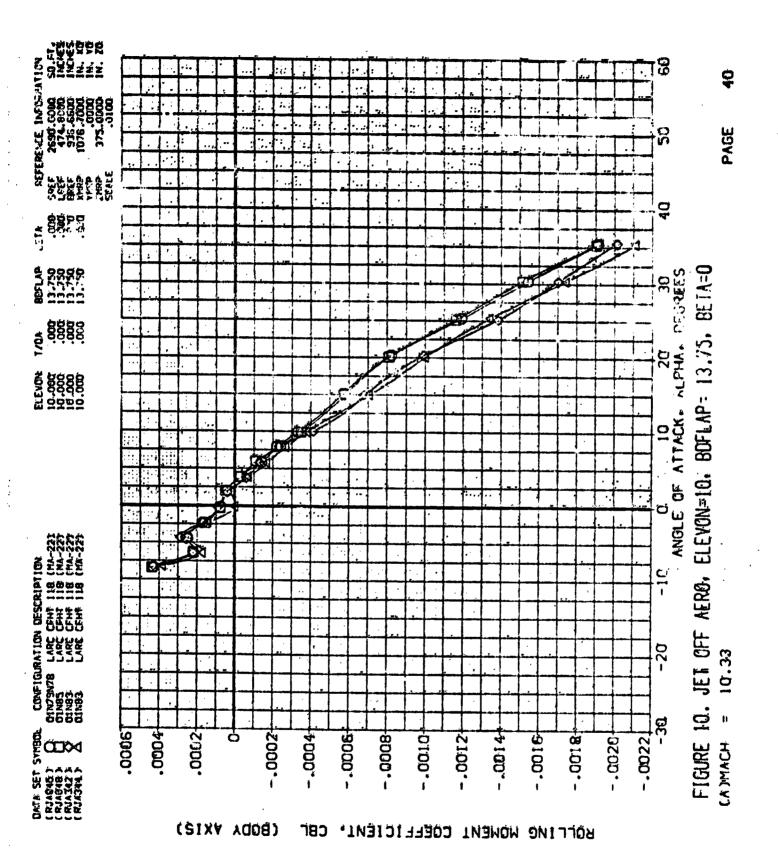
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NORMAL FORCE COEFFICIENT, CN

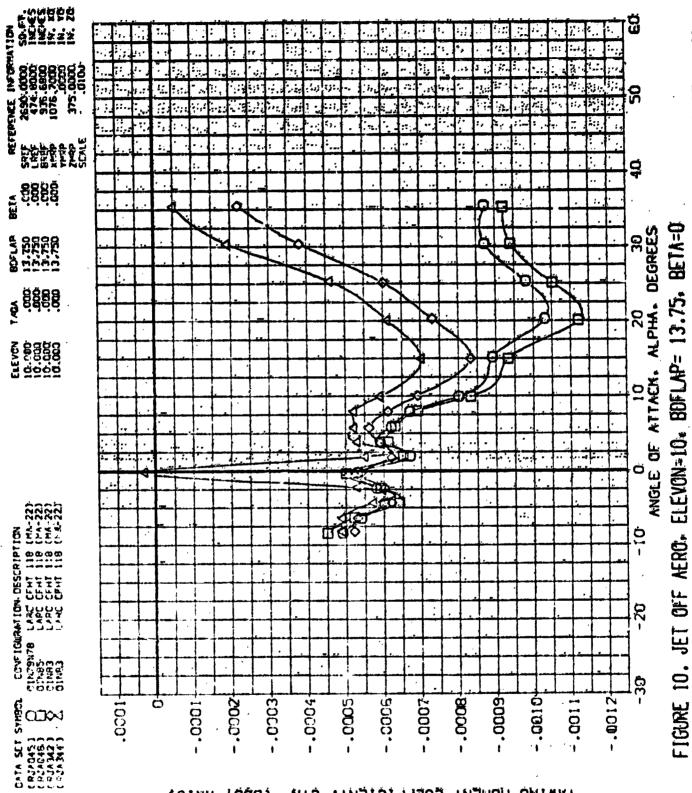
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UNCORRECTED AXIAL FORCE COEFFICIENT,

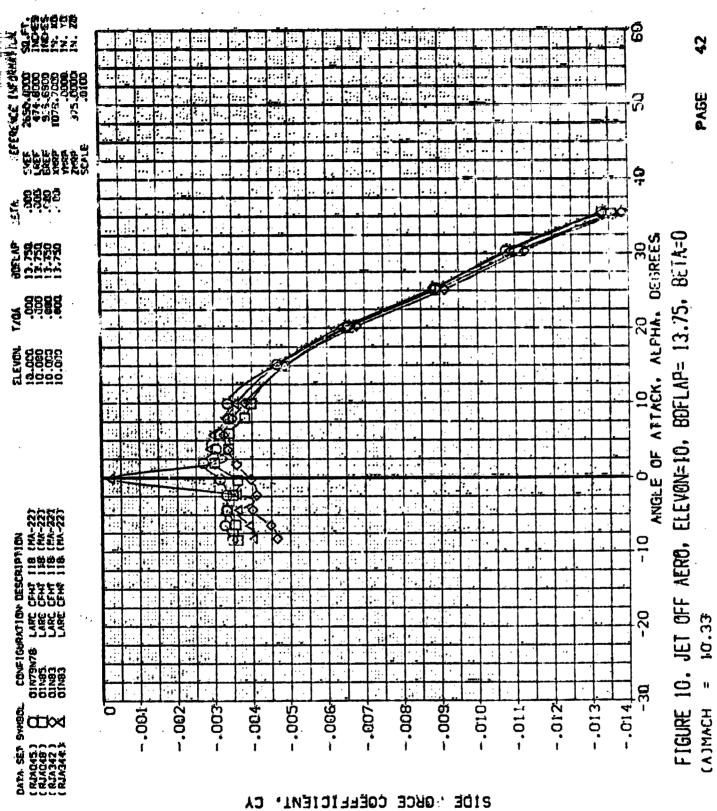


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(A) MACH



AVMING WOWENT COEFFICIENT. CYN (BODY AXIS)



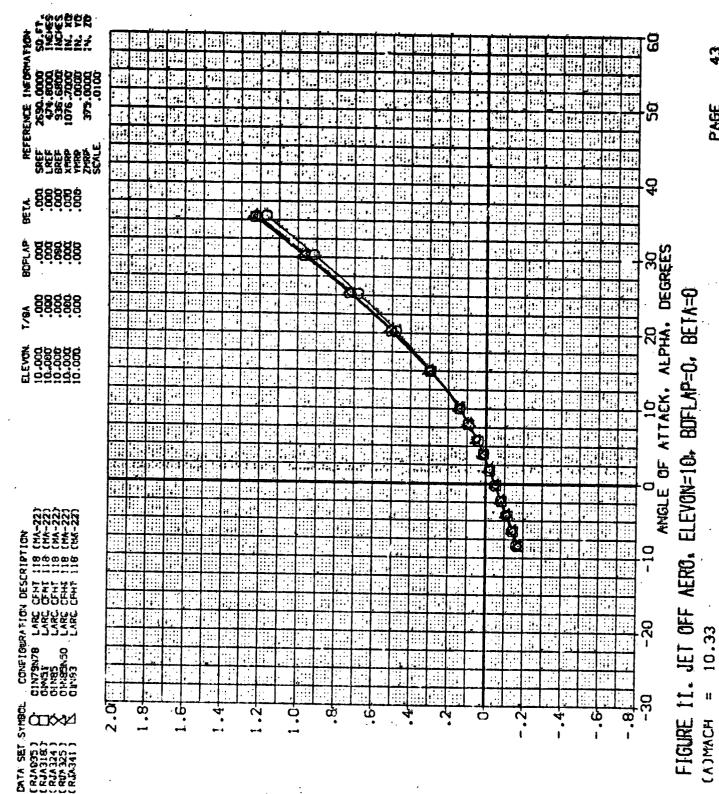
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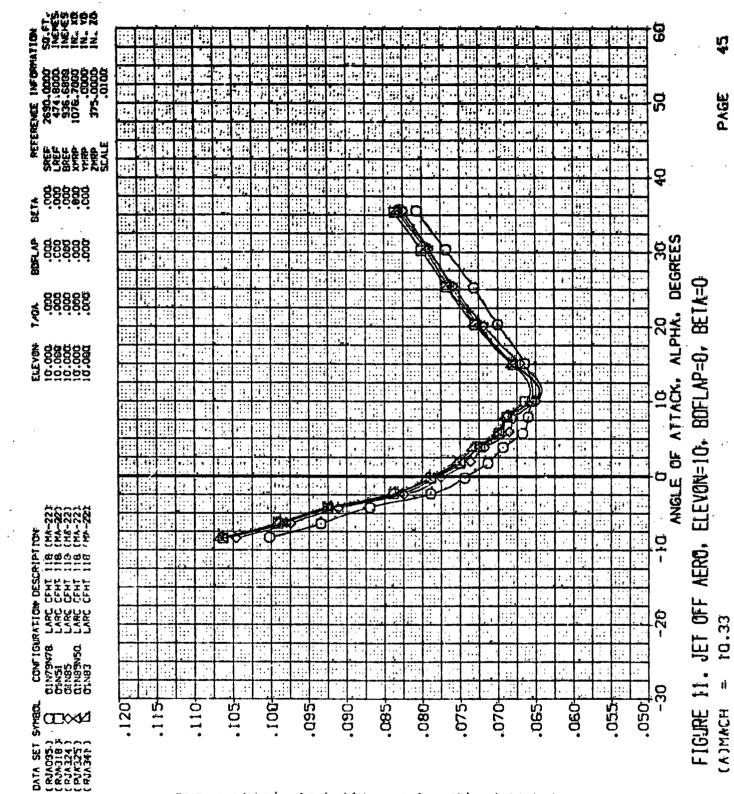
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(SIXV ADDB)

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ANNING MOMENT COEFFICIENT, CYN

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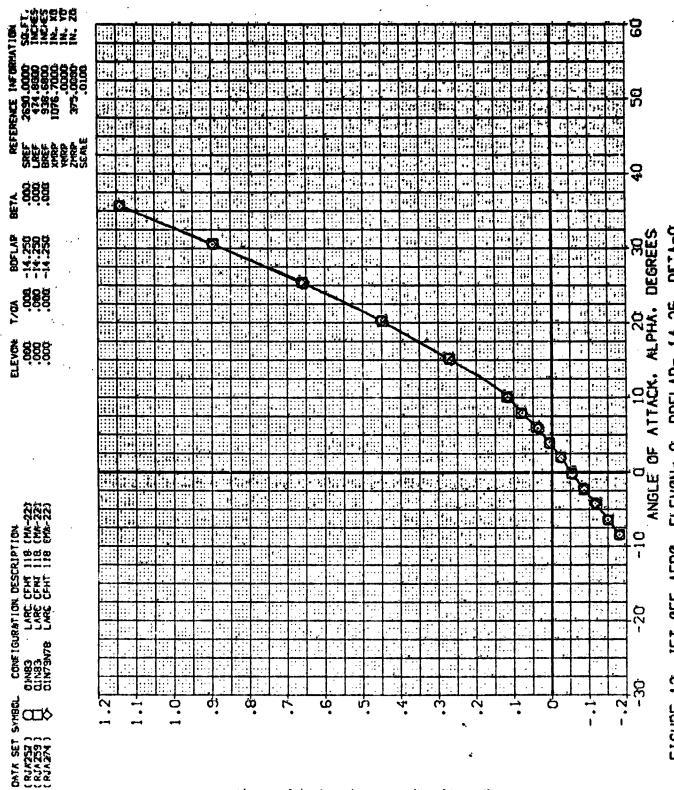
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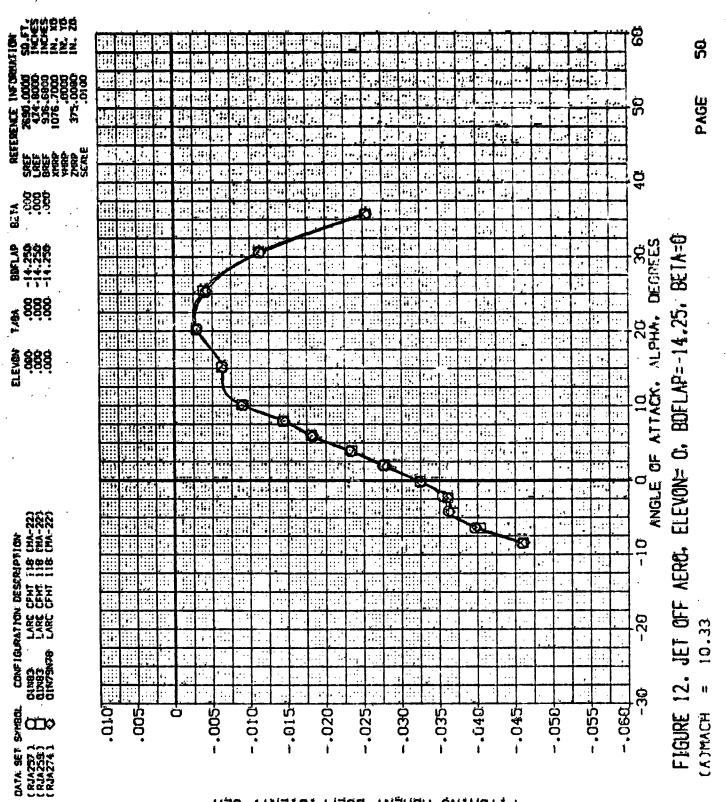
FIGURE 11. JET OFF AERO: ELEVON-10, BDFLAP=0, BETA=0 ATMACH = 10.33

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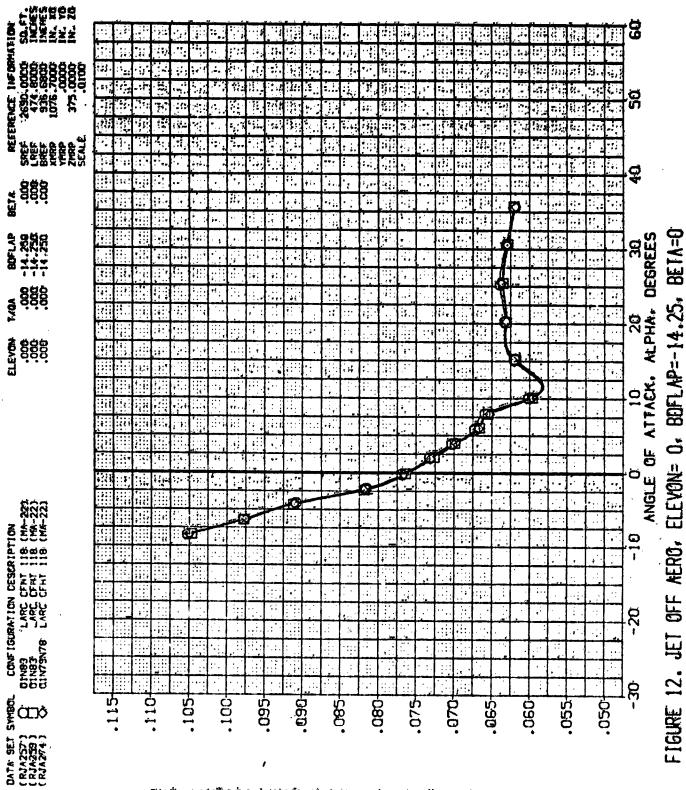
NORMAL FORCE COEFFICIENT, CN



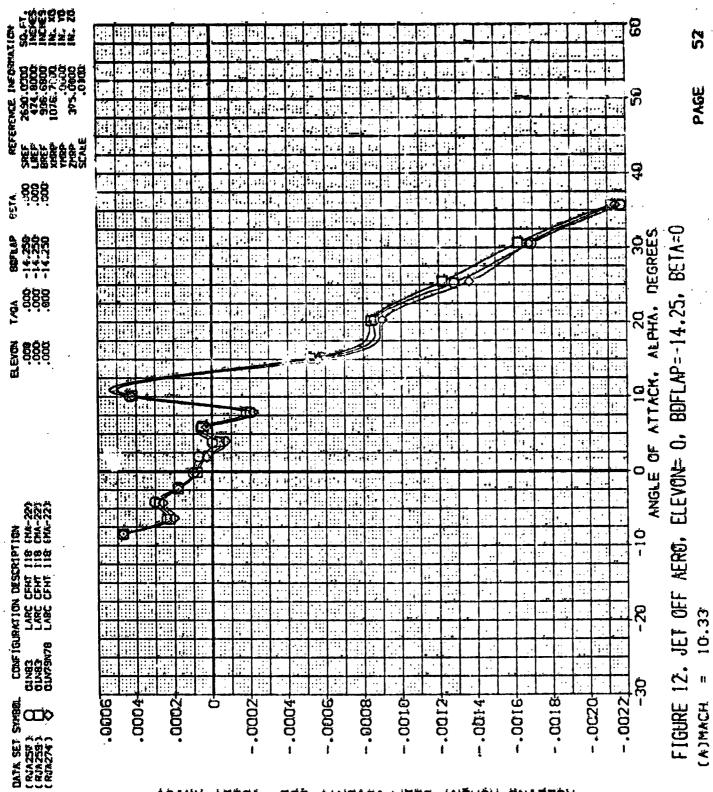
PITCHING MOMENT COEFFICIENT, CLM

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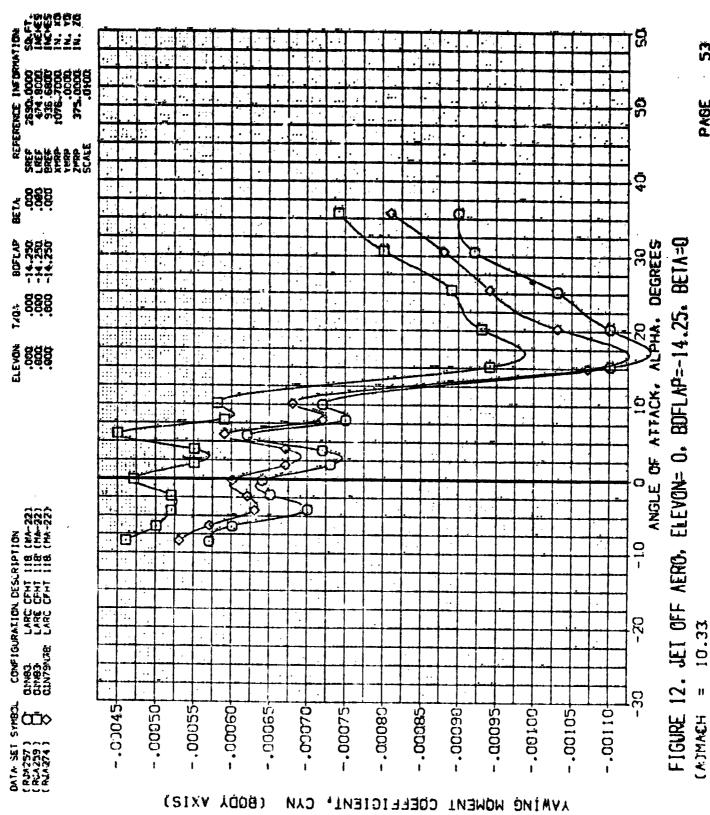
(A)MACH



UNGGRRECTED AXIAL FORCE COEFFICIENT, CAU

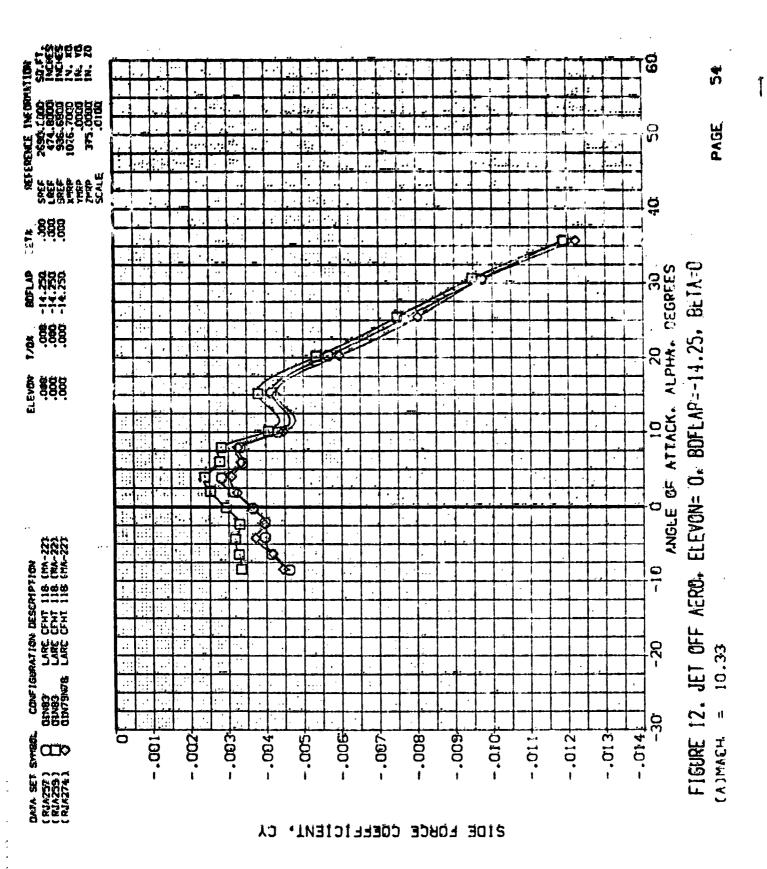


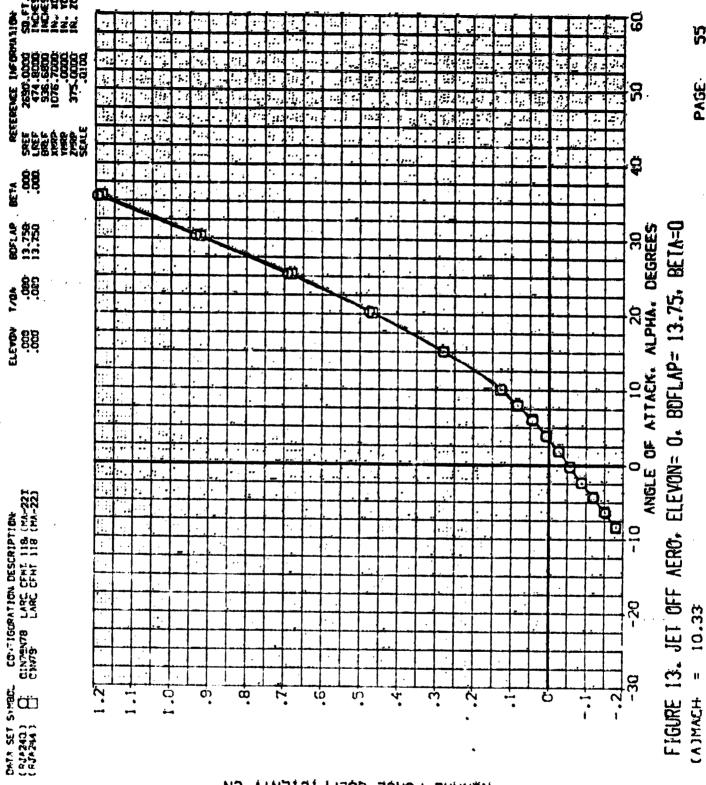
ROLLING MOMENT CORFFICIENT, CBL (BODY AXIS)



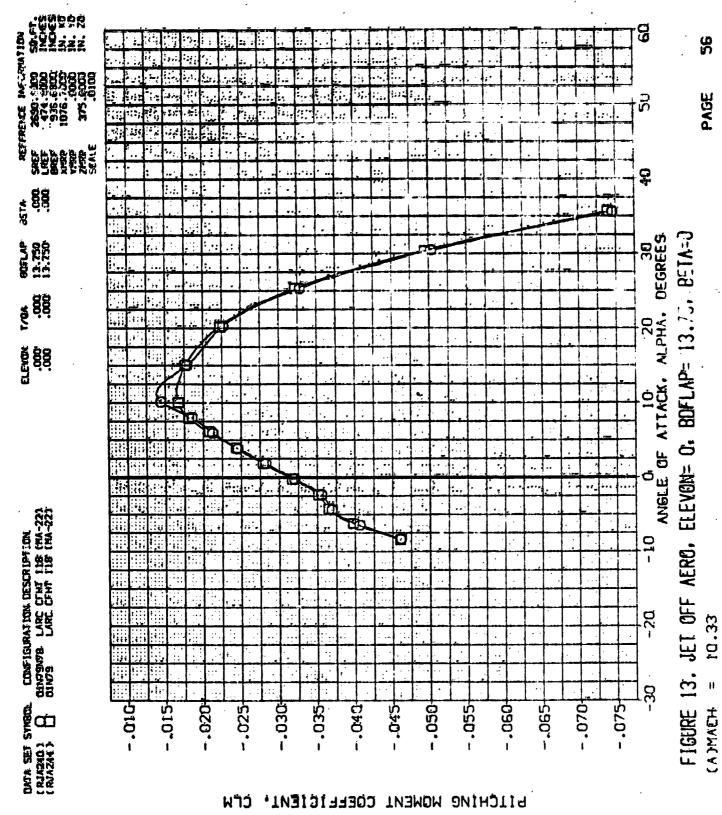
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CONFIGURATION DESCRIPTION: 01N79N78 LARC CFHT 118 (HA-22) 01N79 LARC CFHT 118 (HA-22)

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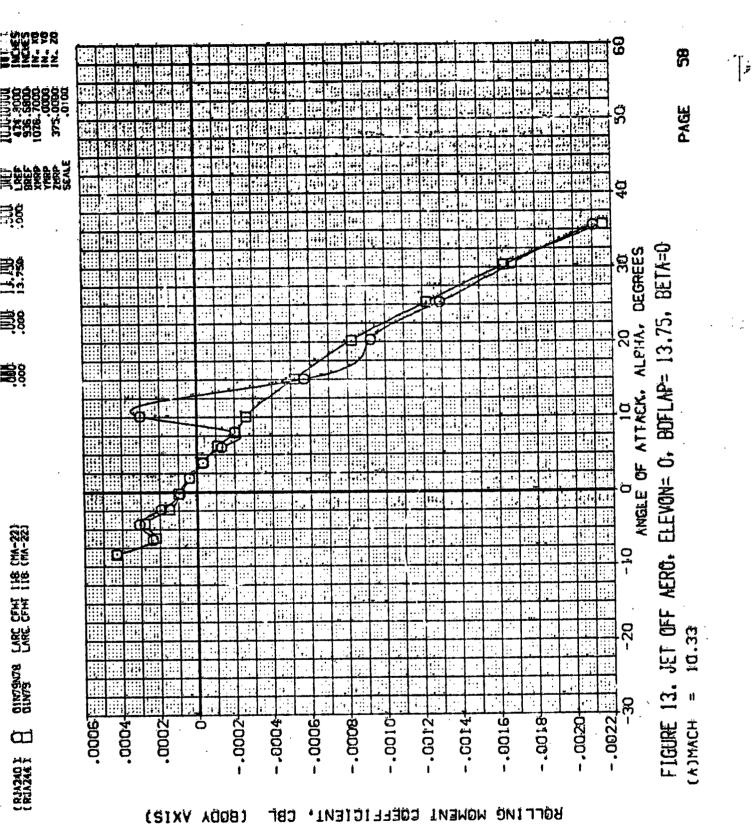
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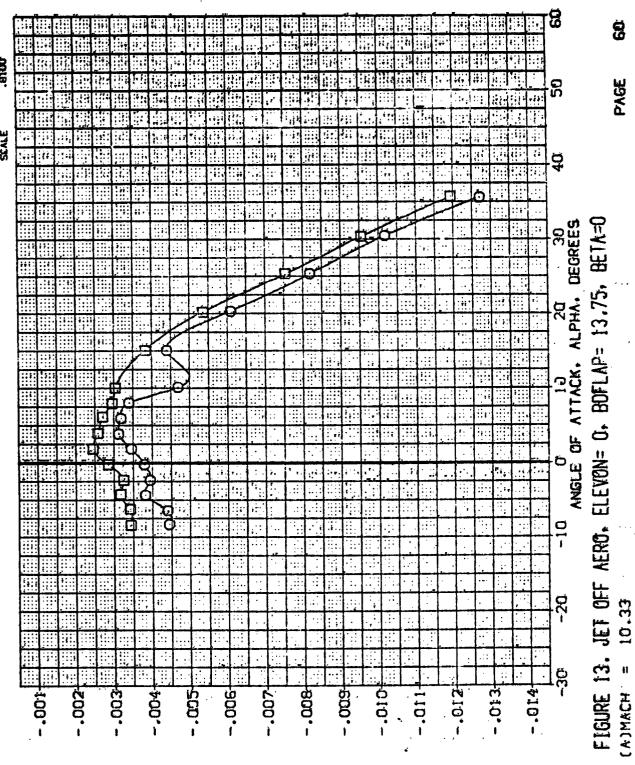
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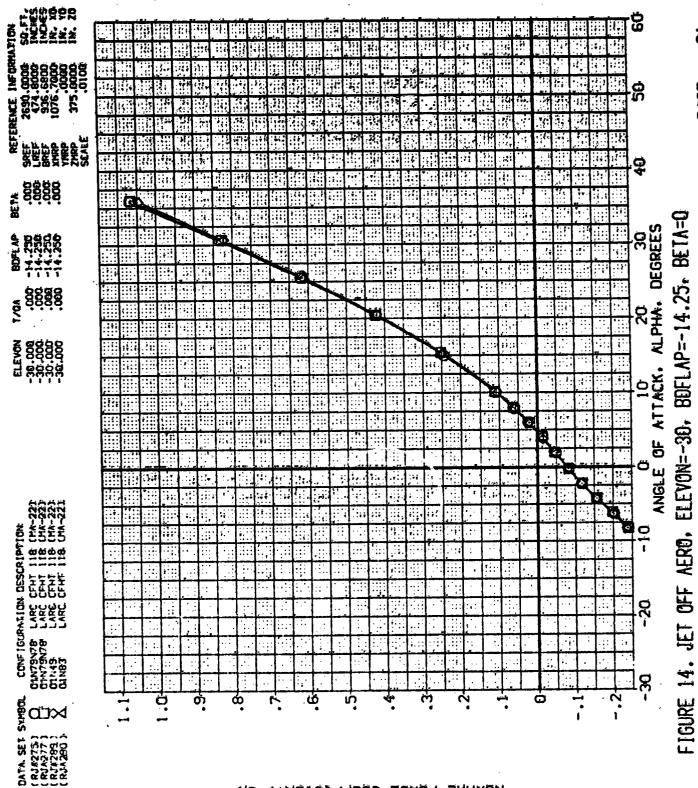
(BODA VXIZ)

CAM

AVMING WOWENT COEFFICIENT,



SIDE FORCE COEFFICIENT.



NORMAL FORCE COEFFICIENT, CN

PITCHING MOMENT COEFFICIENT, CLM

UNCORRECTED AXIAL FORCE COEFFICIENT.

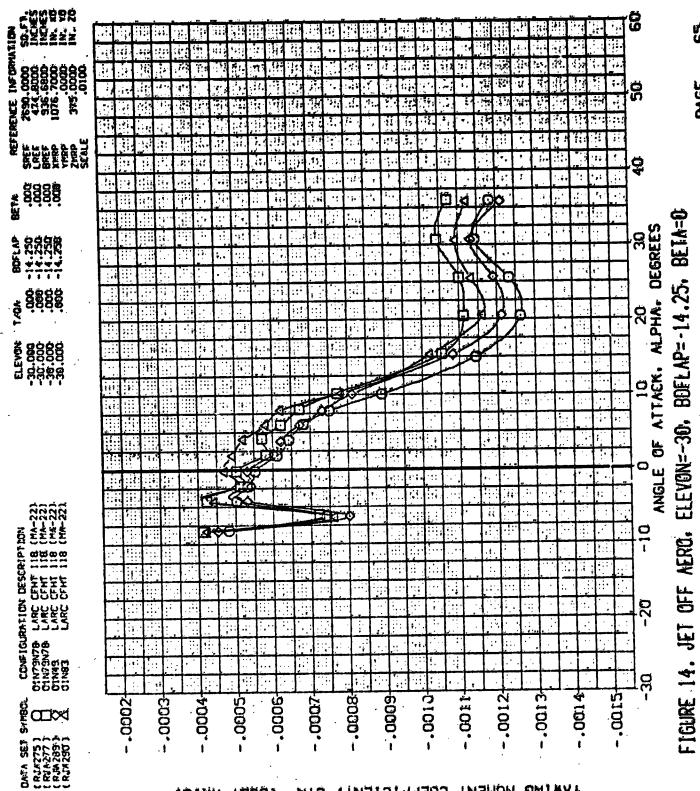
NCEGS. 64 SREF 2690.0000 LREF 474.8000 BREF 978.6800 YMRP 1076.7000 ZMRP 375.0000 SCALE. 0000 , , ; . . . i. 40 = 60000 = 60000 = 60000 . . FIGURE 14. JET OFF AERO, ELEVON=-30, BDFLAP=-14.25, BETA=O O 10 20 30 ANGLE OF ATTACK, ALPHA, DEGREES 14.75 25.75 ٠.; ₹ 6666 6666 66666 CONTRACTOR CENTRY CONTRACTOR CONTRACTOR CARE CENT 118 CMA-221 CMASS LARE CENT 118 CMA-2221 CM83 LARE CENT 118 CMA-2231 CM83 LARE CENT 118 CMA-2231 0. -20 10.33 .;: .:1 .0014 ONTA SET SYMBOL CRIAZZYS CRIAZZYS CRIAZZOS CRIAZ -8000· -.0004 8000. .0012+ -9000--0004 2000--.0012 -0100 -.0010 -.0002 -.0006 CA JIMACH

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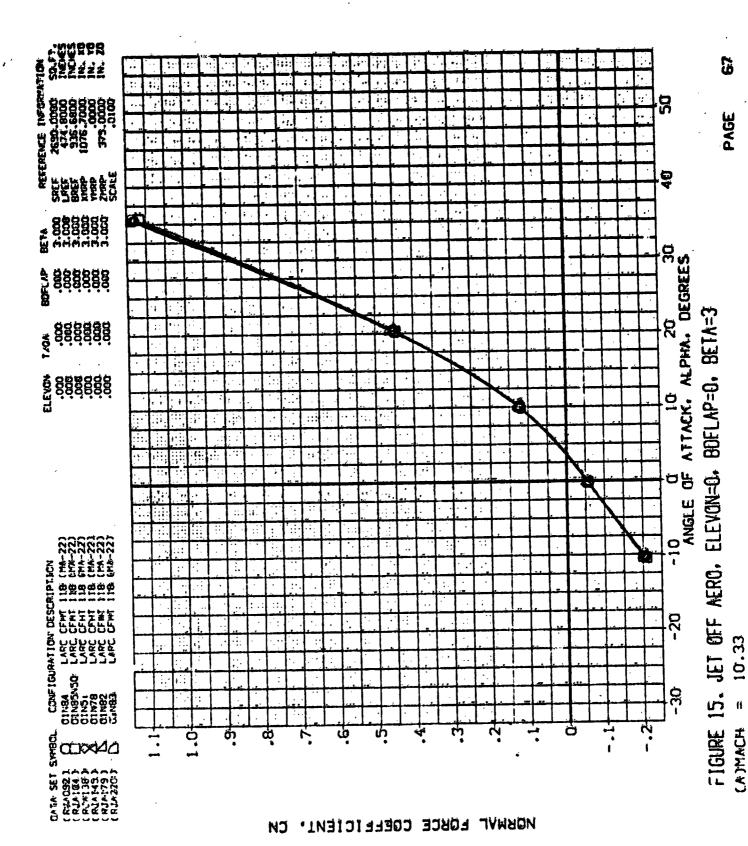
ROLLING MOMENT COEFFICIENT,

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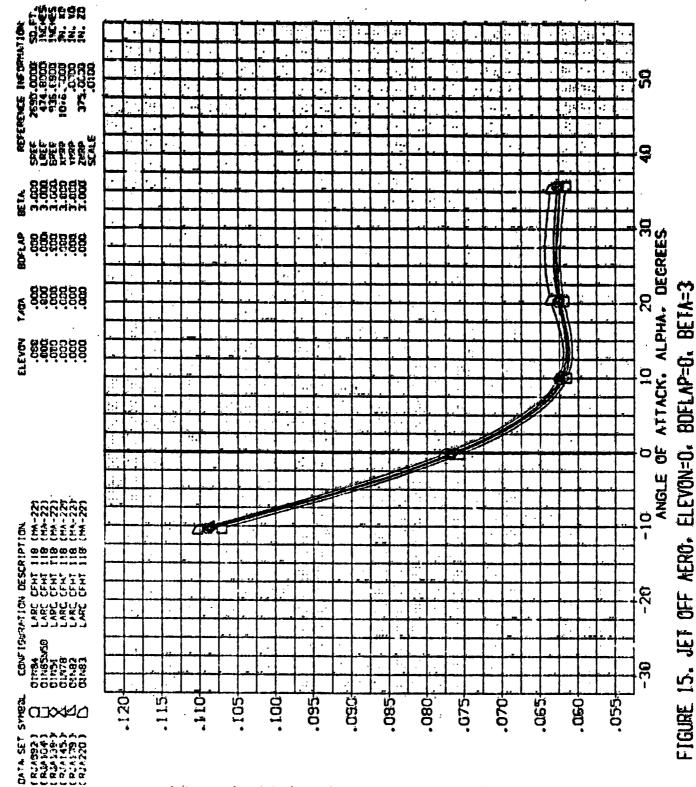
PITCHING MOMENT COEFFICIENT, CLM

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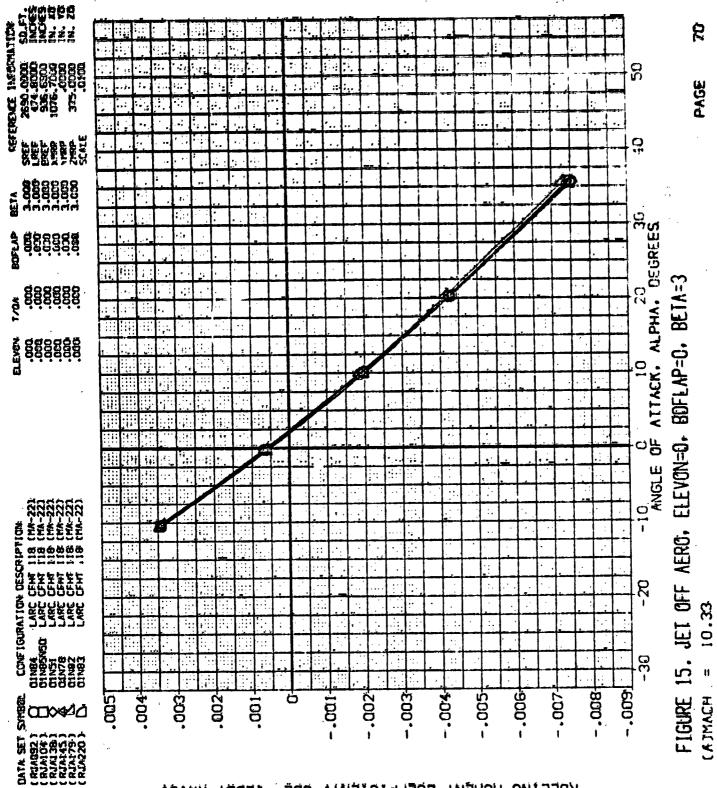
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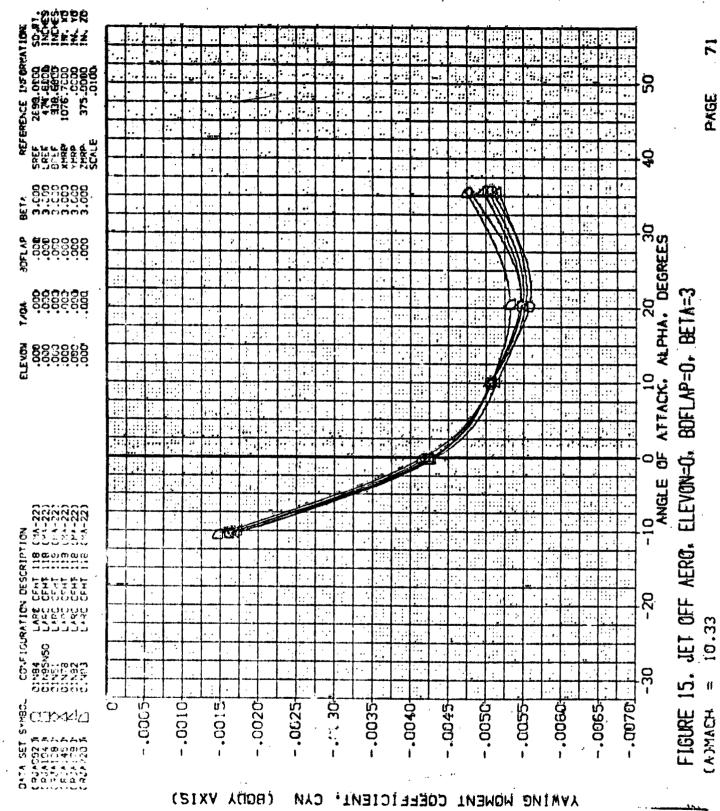
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UNCGRRECTED AXIAL FORCE COEFFICIENT, CAU



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(SIXV ADDB) ROLLING MOMENT COEFFICIENT, CBL



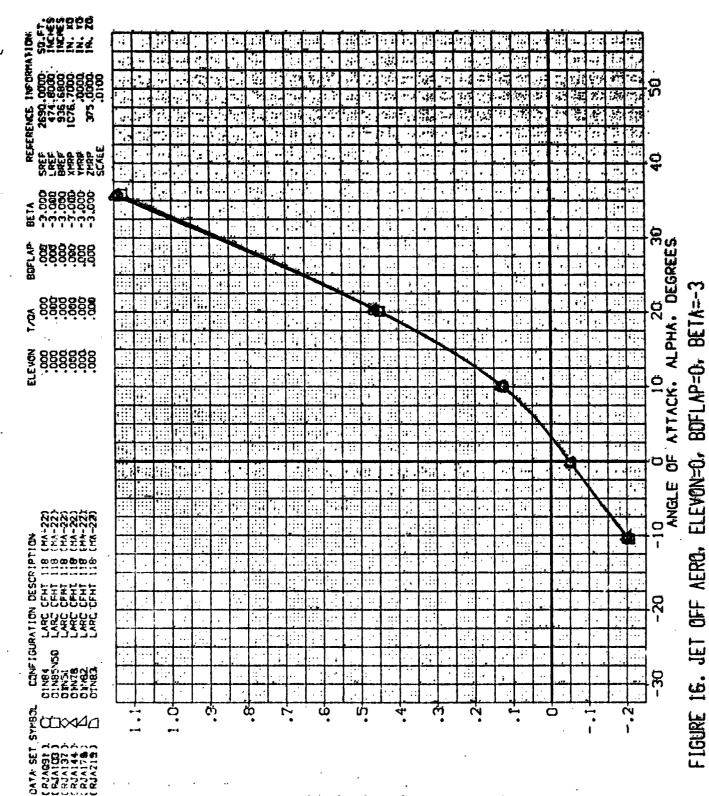
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MORMAL FORCE COEFFICIENT, CN

PAGE

FIGURE 16. JET OFF AERO, ELEVON=O, BOFLAP=O, BETA=-3 A)MACH = 10.33

(A)MACH

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PITCHING MOMENT COEFFICIENT.

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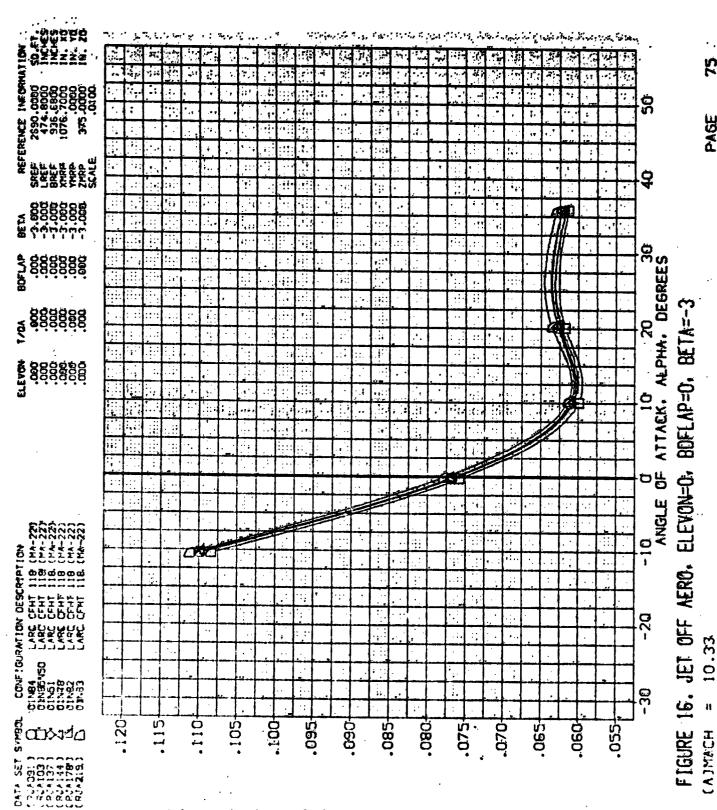
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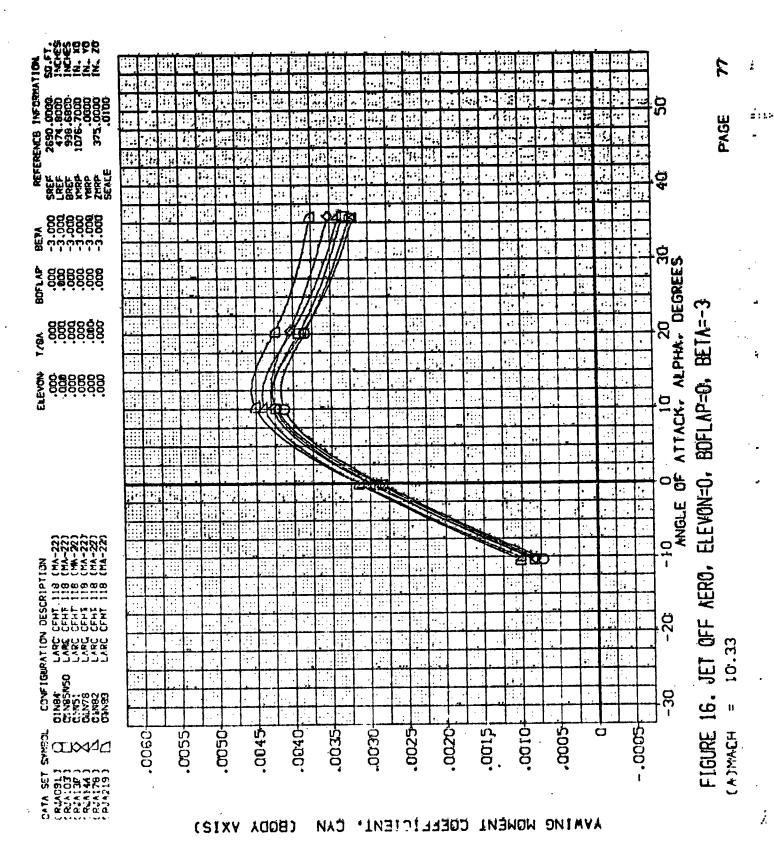
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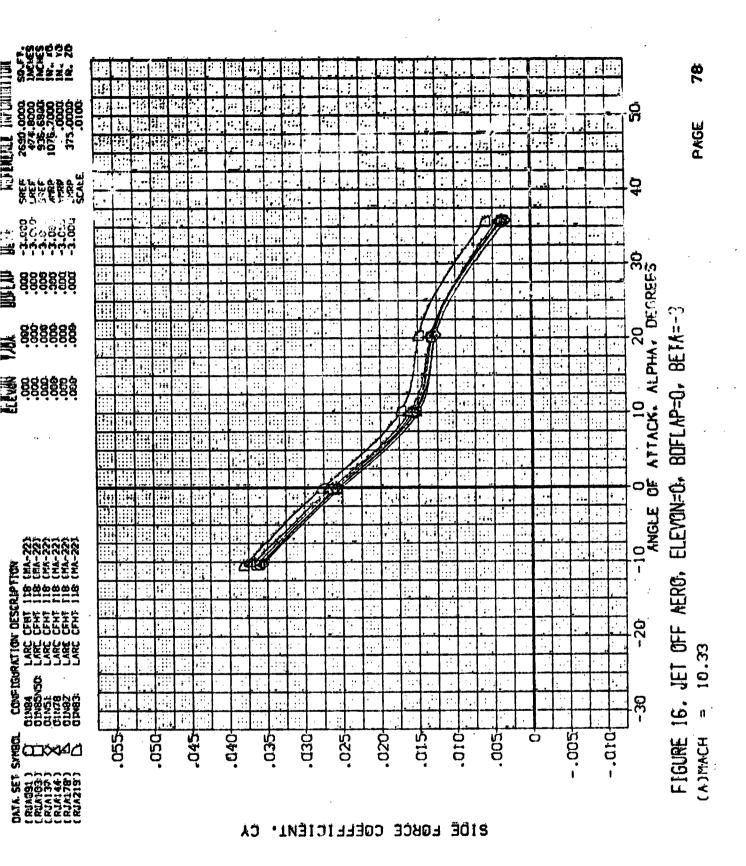


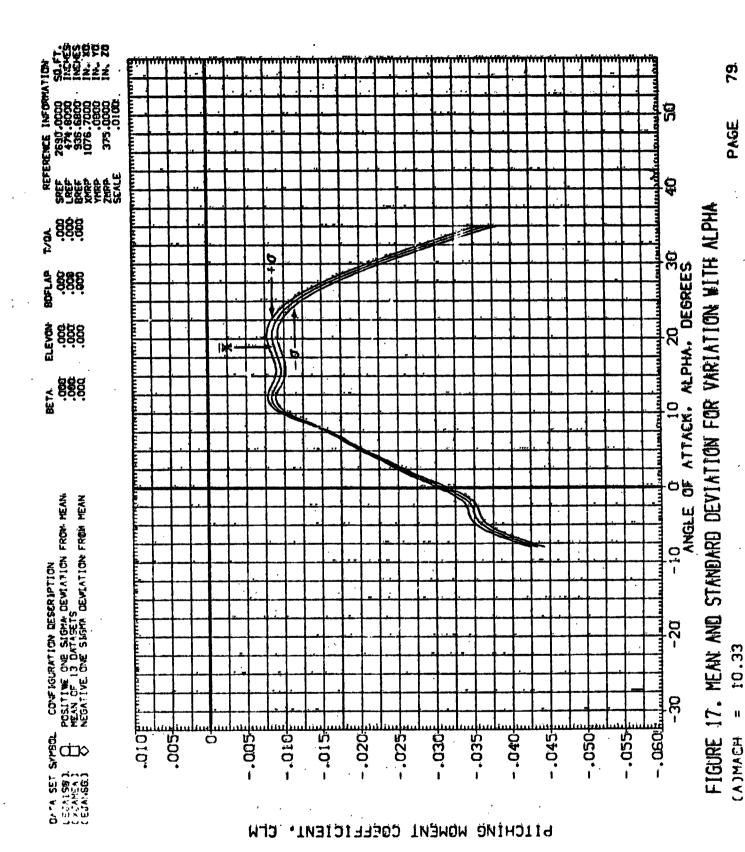
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NACORRECTED AXIAL FORCE COEFFICIENT,

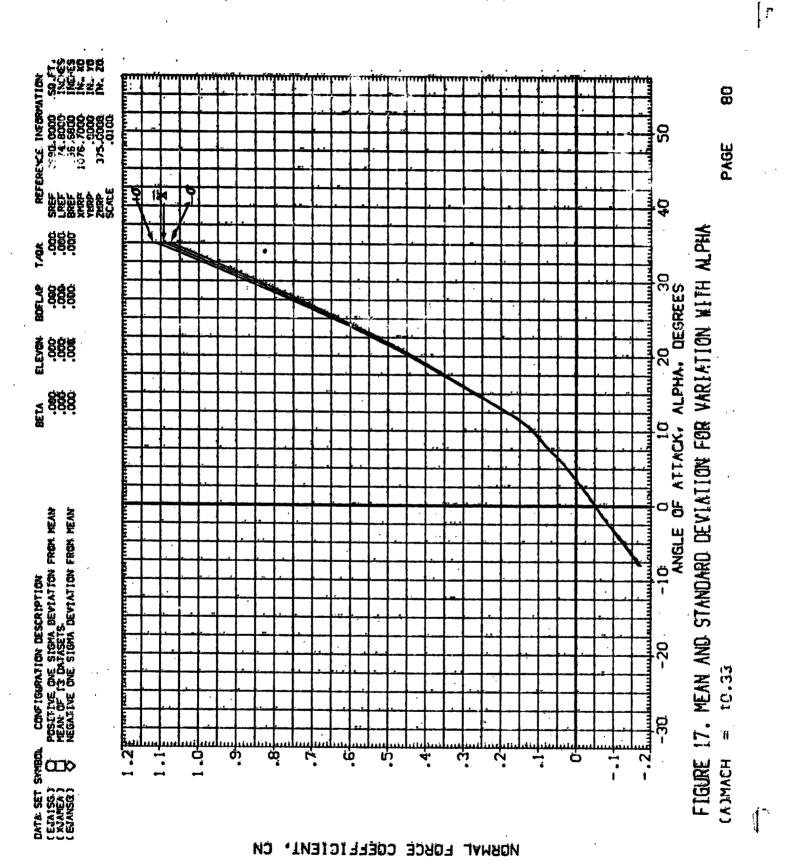
BOTTING WOWENT COEFFICIENT, CBL (BODY AXIS)







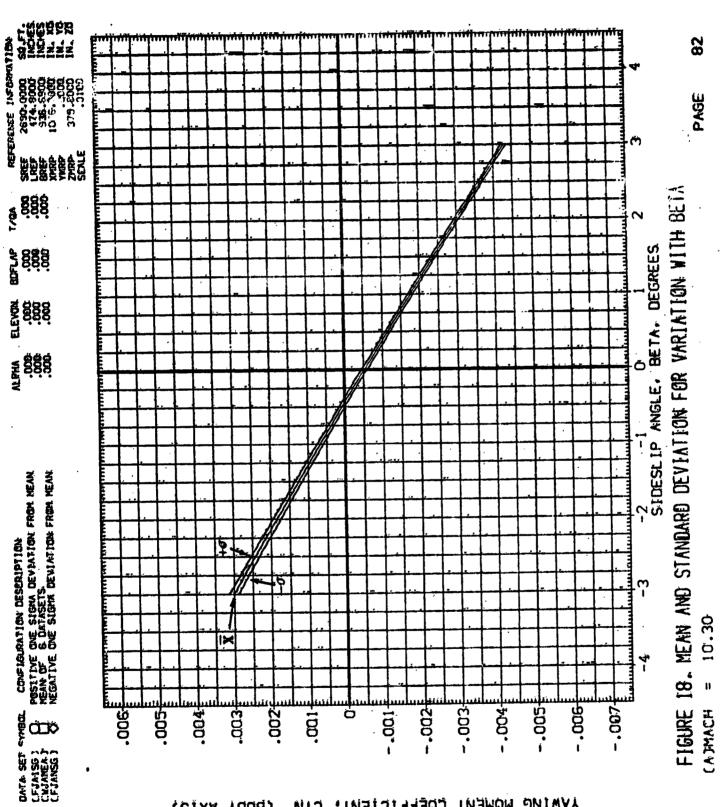
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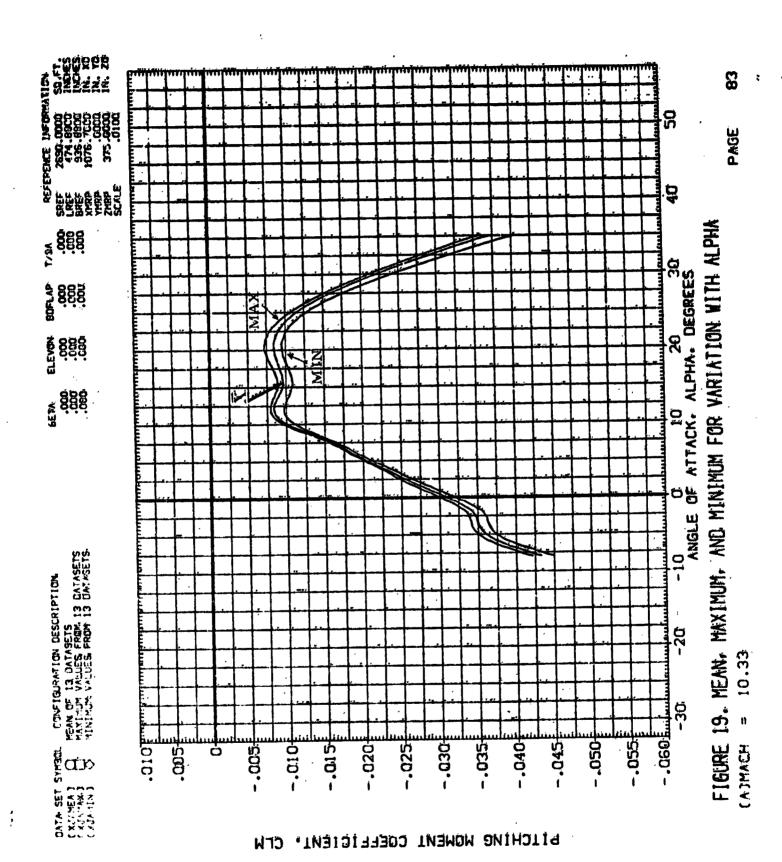
ROLLING MOMENT COEFFICIENT, CBL

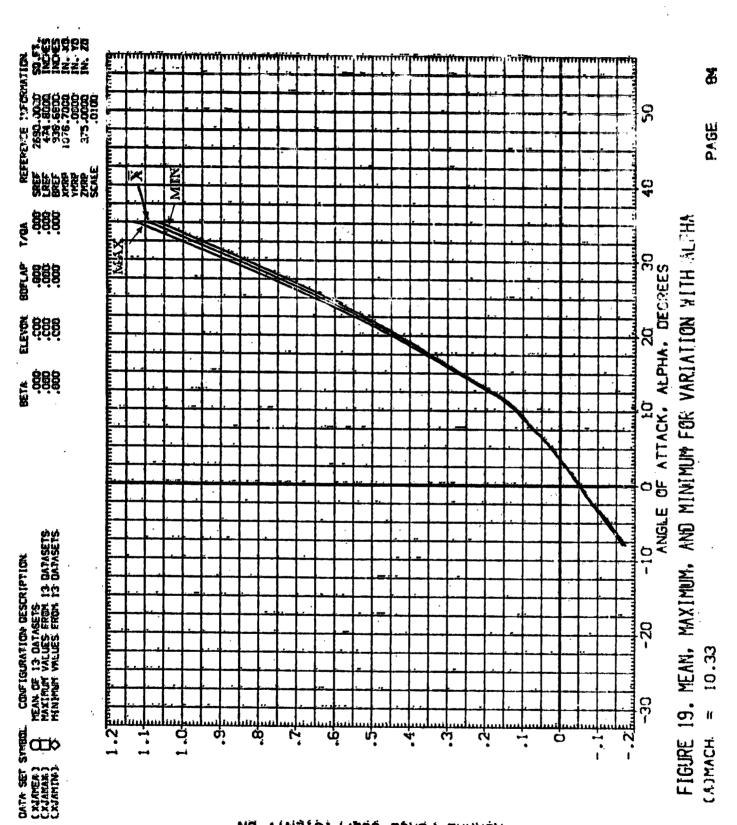
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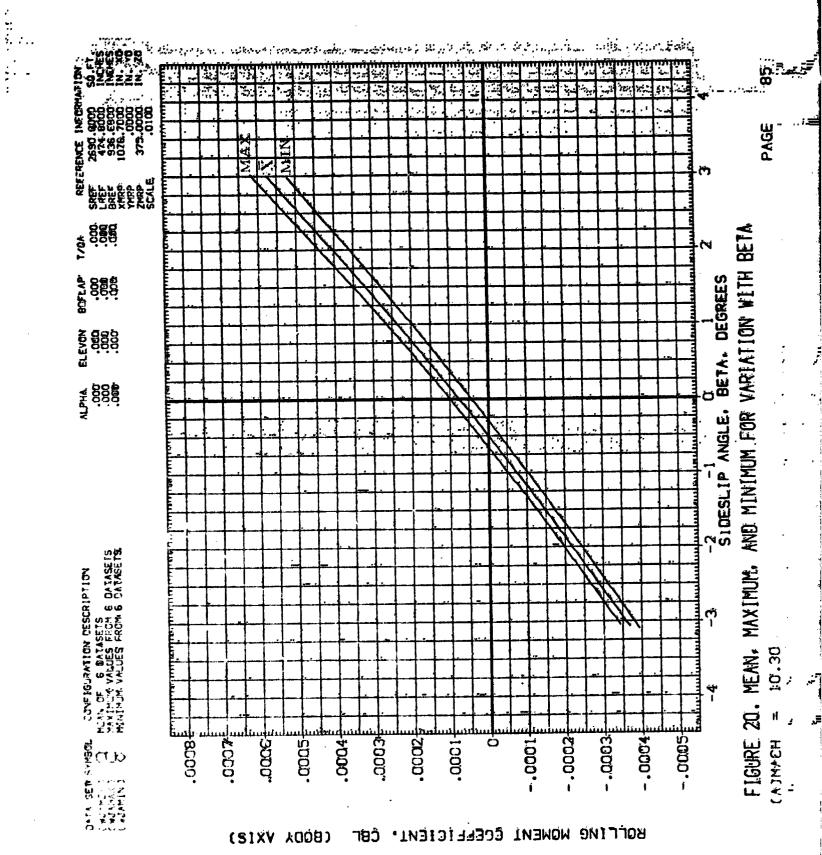
AVMING NOWENT COEFFICIENT. (BIXY AGDS) CAN

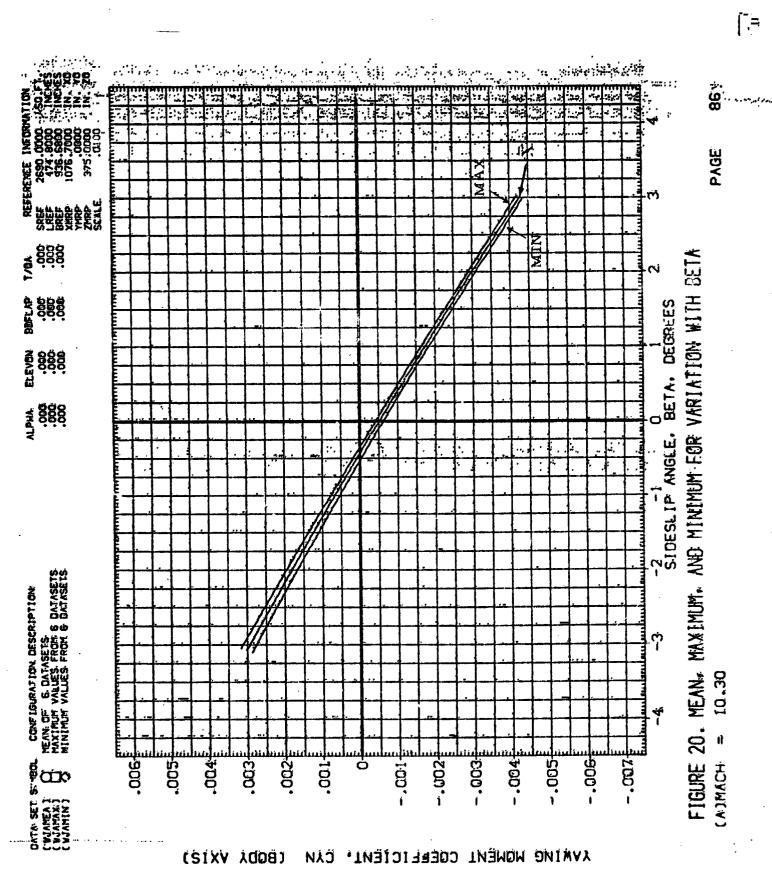


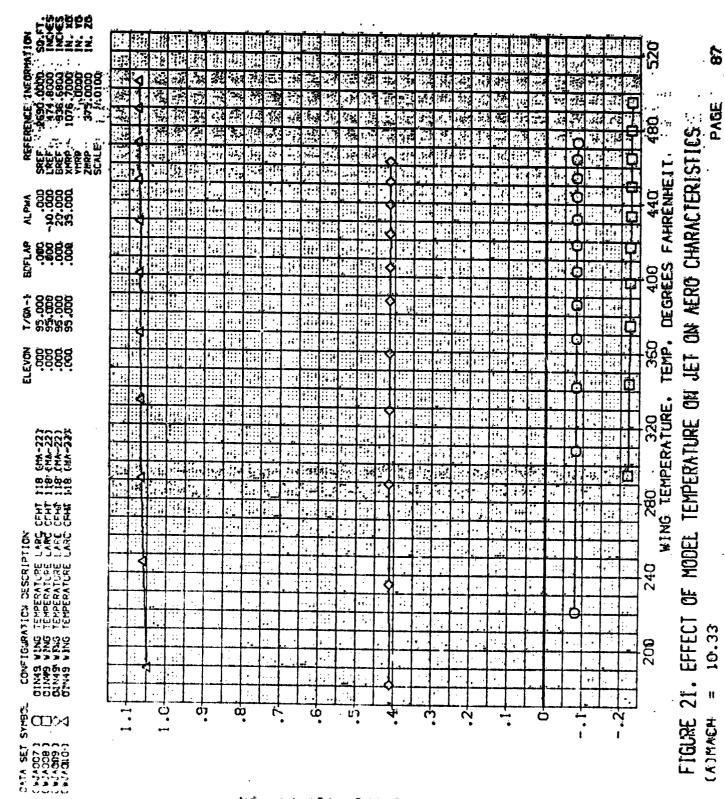


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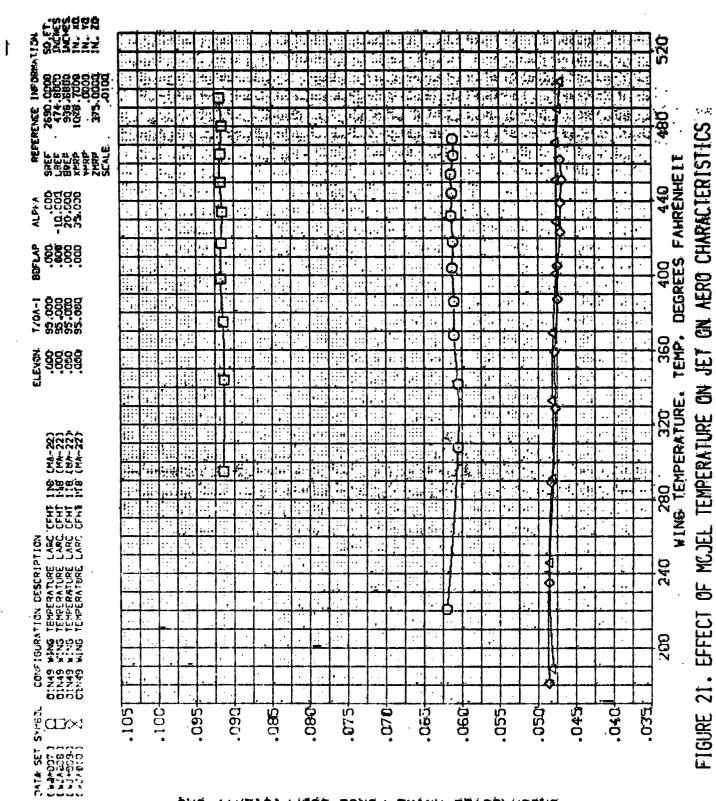
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PITCHING MOMENT COEFFICIENT, CLM

(A)MACH



UNCORRECTED AXIAL FORCE COEFFICIENT, CAU

BOTTINO WOWENT COEFFICIENT. CBL (BODY AXIS)

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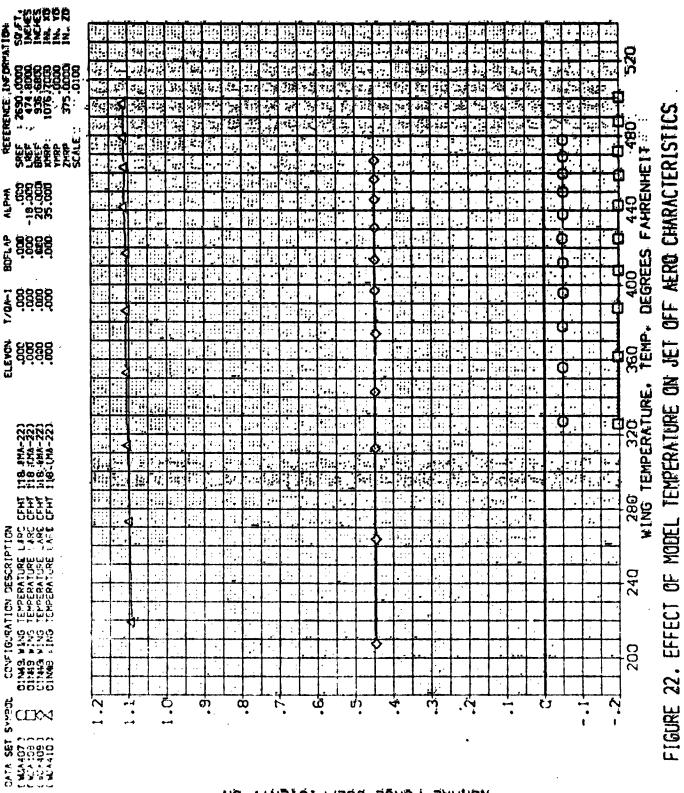
YAWING MOMENT COEFFICIENT. (SIXV ADDE) CAN

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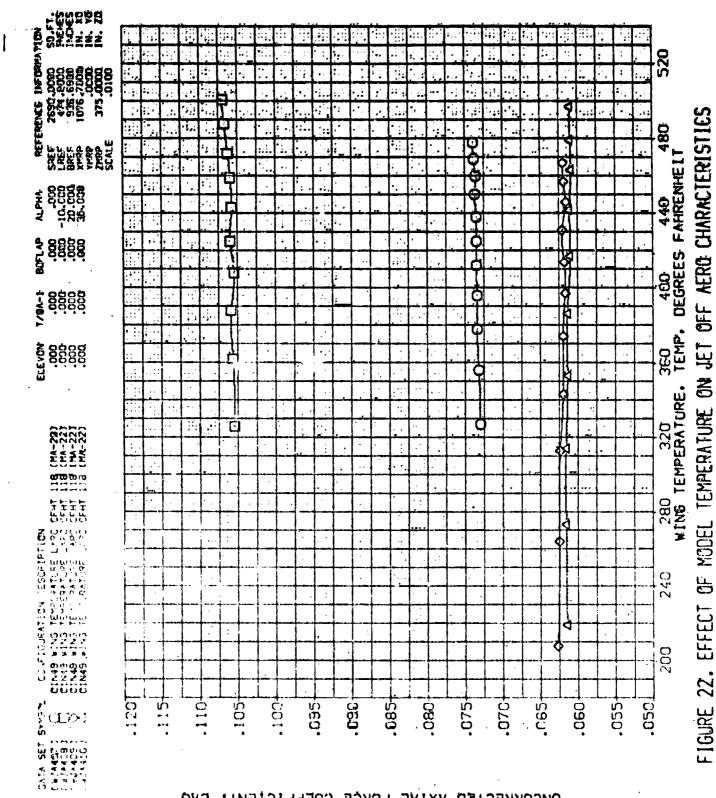
NORMAL FORCE COEFFICIENT, CN

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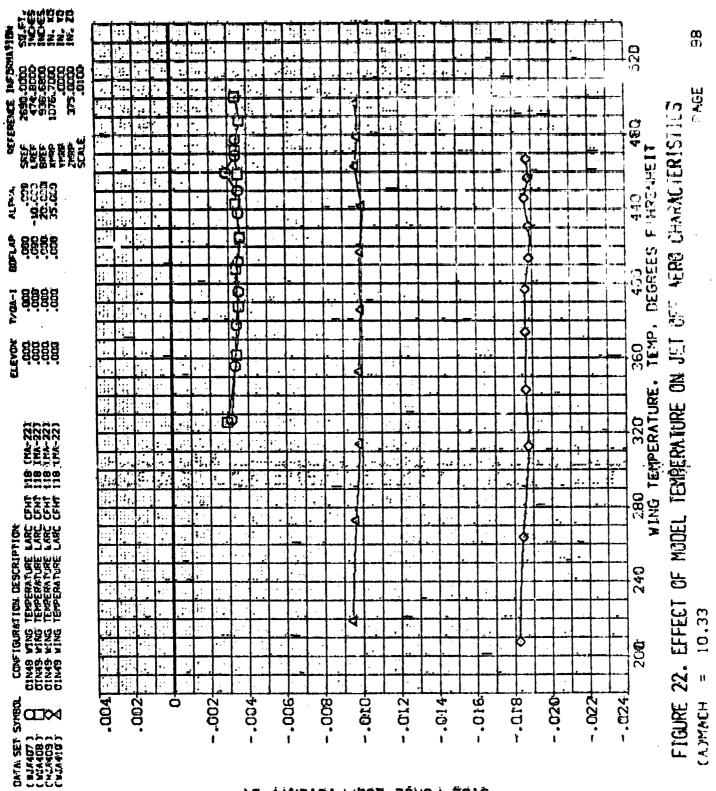
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INCREMENTAL NORMAL FORCE COEFFICIENT. DLTCN

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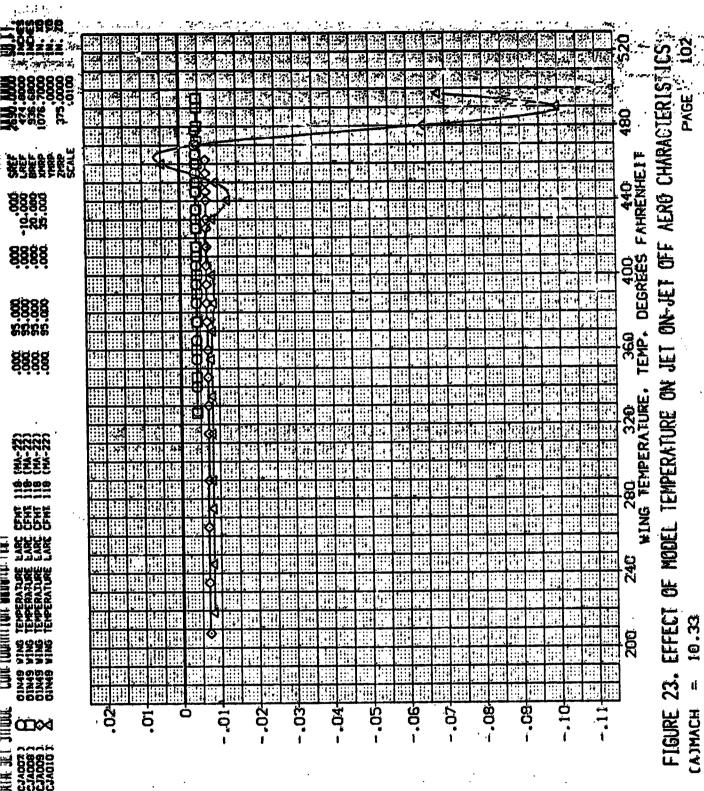
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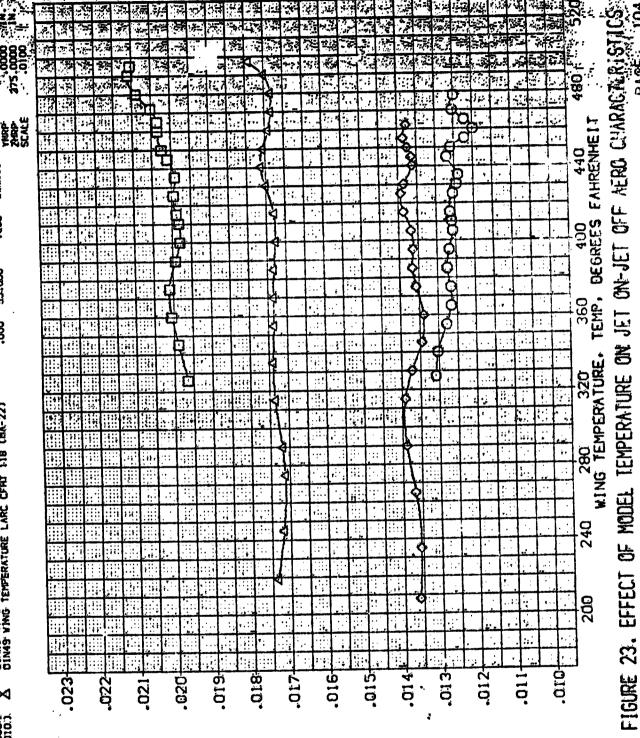
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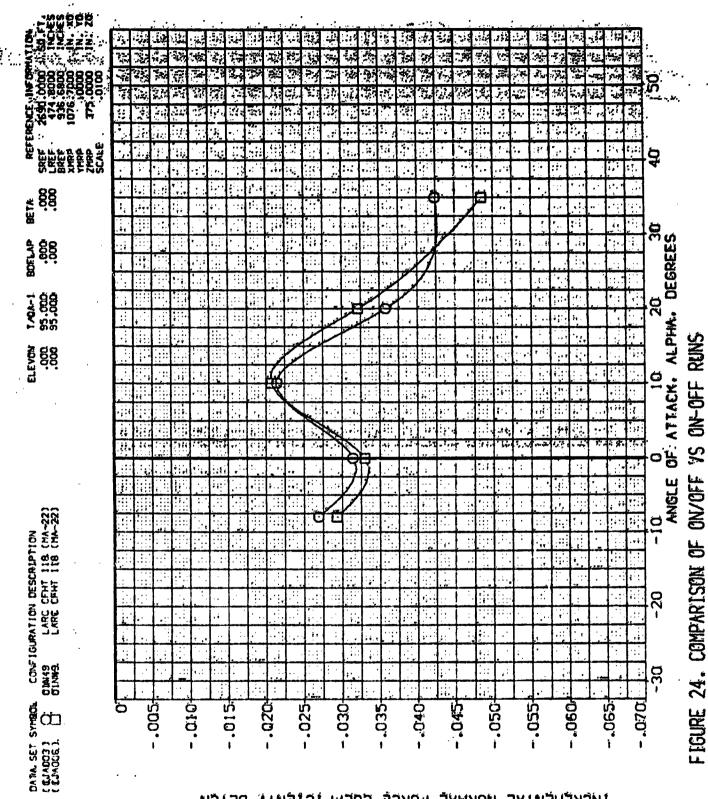
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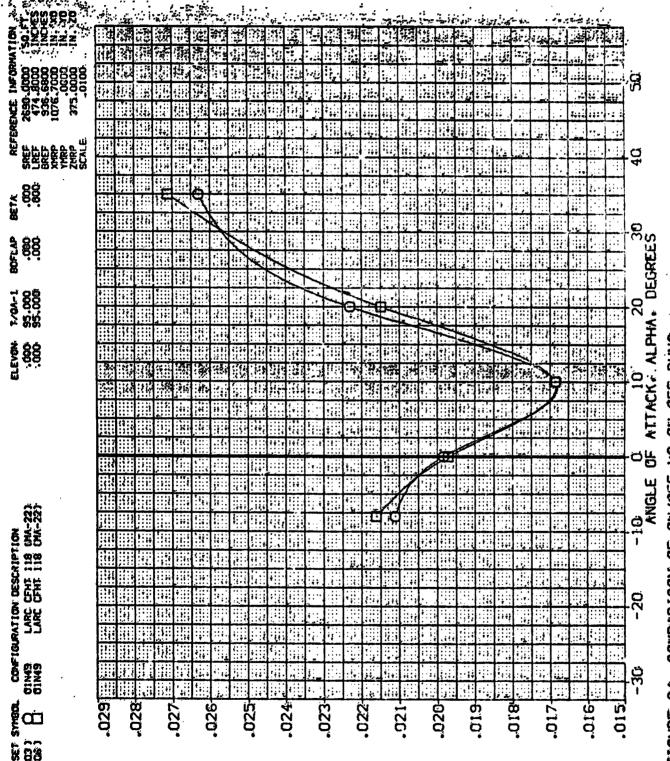
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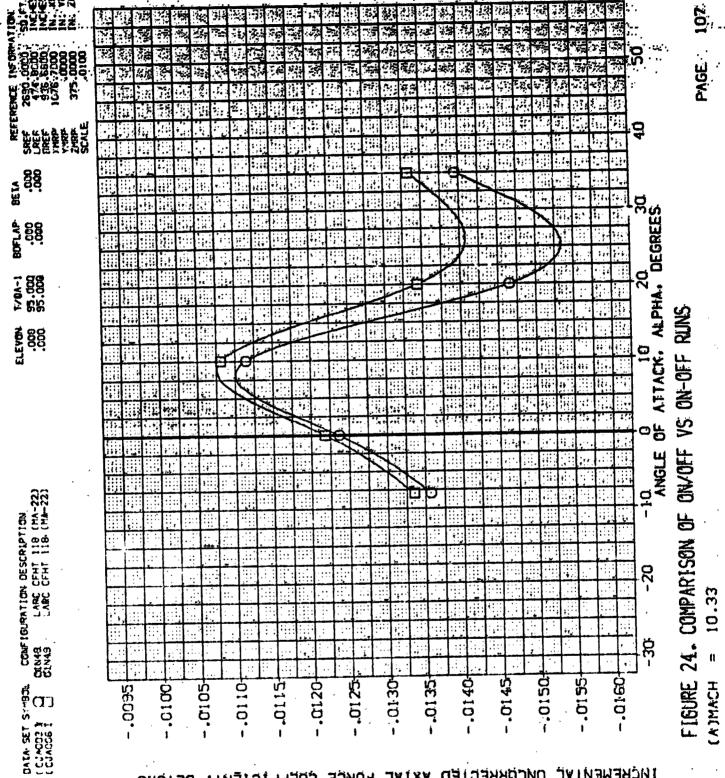


INGREMENTAL PITCHING MOMENT COEFFICIENT, DLTCLM

ON-OFF RUNS KS FIGURE 24. COMPARISON OF ON/OFF CA JMÄCH.

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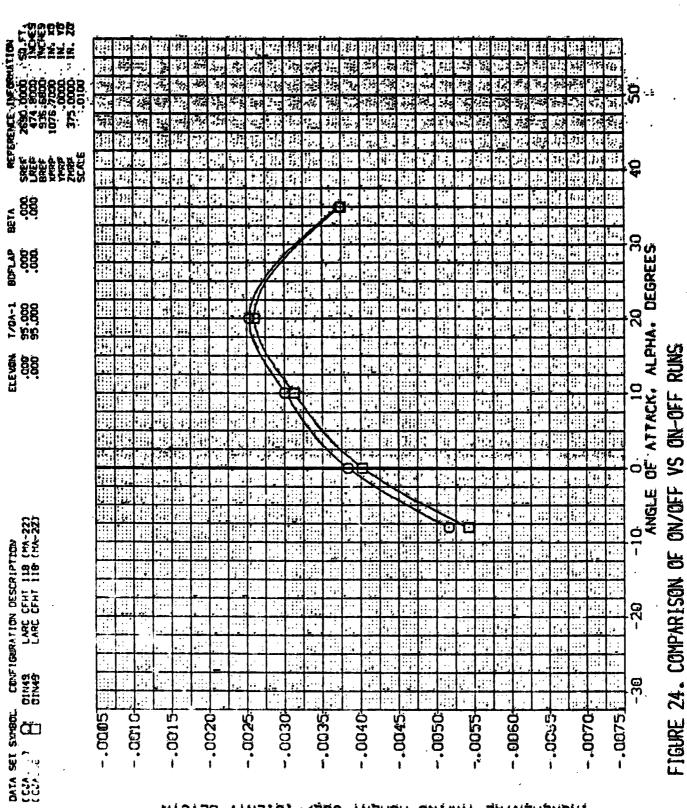
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INCREMENTAL ROLLING MOMENT CORFFICIENT, DLTCBL

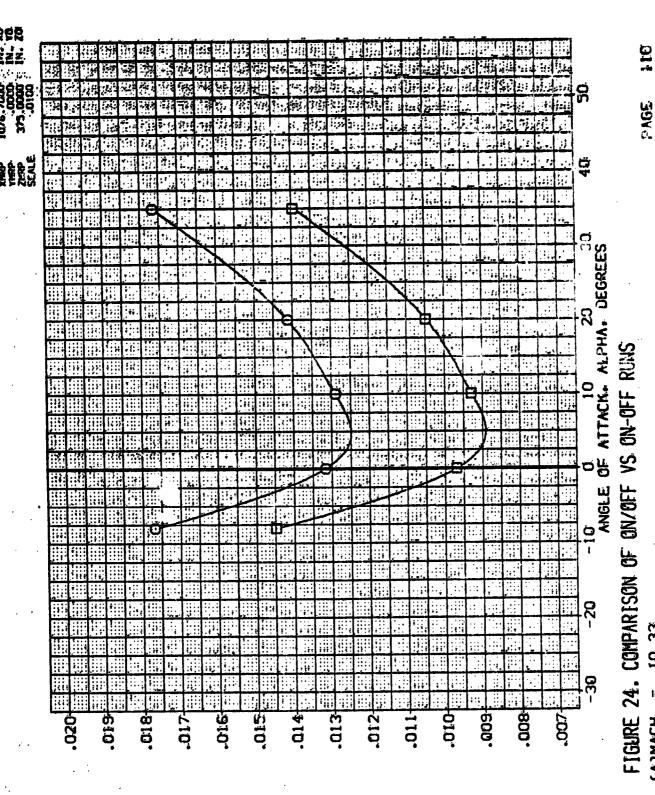
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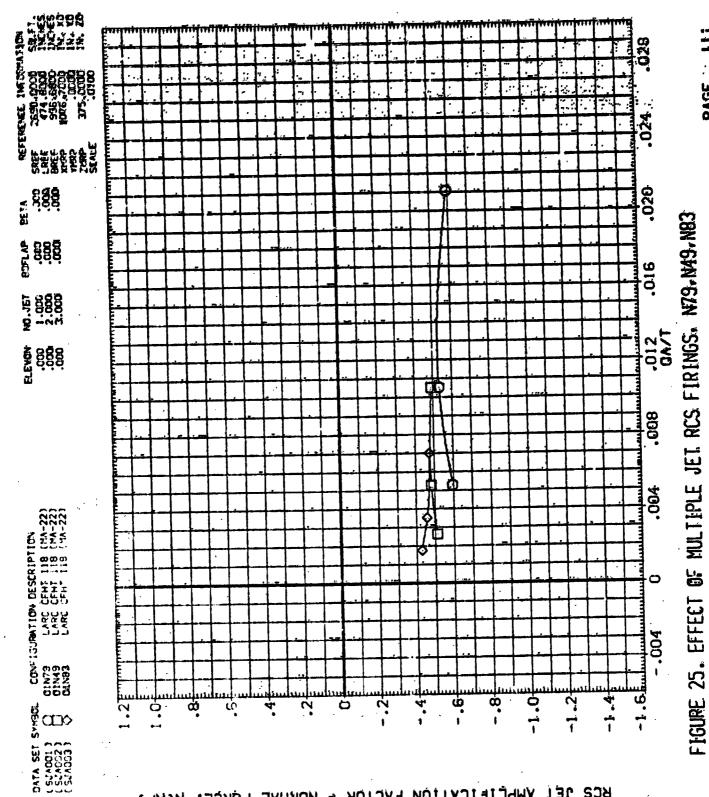
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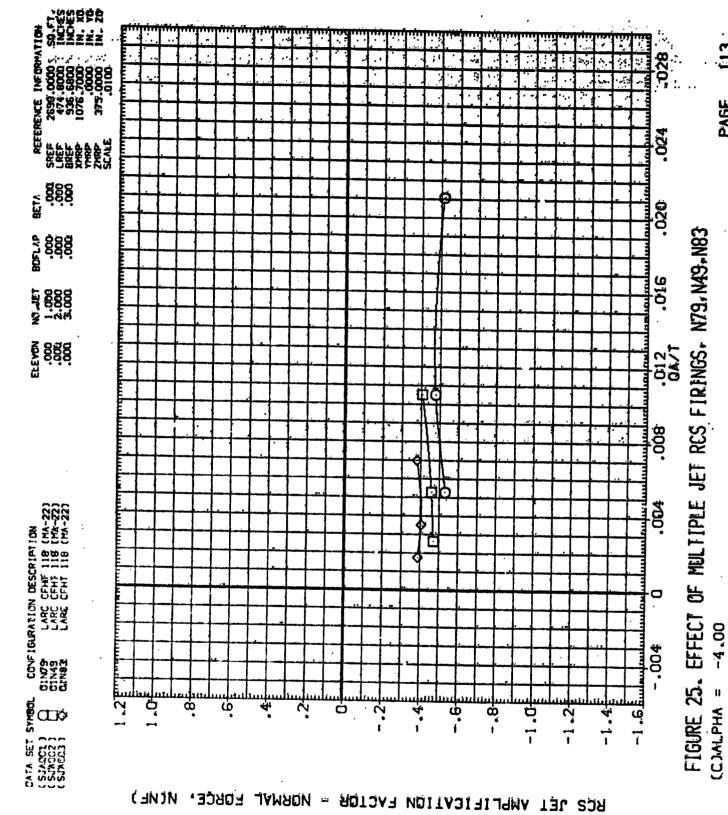
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FIGURE 25. EFFECT OF MULTIPLE JET RES FIRINGS, N79, N49, N83

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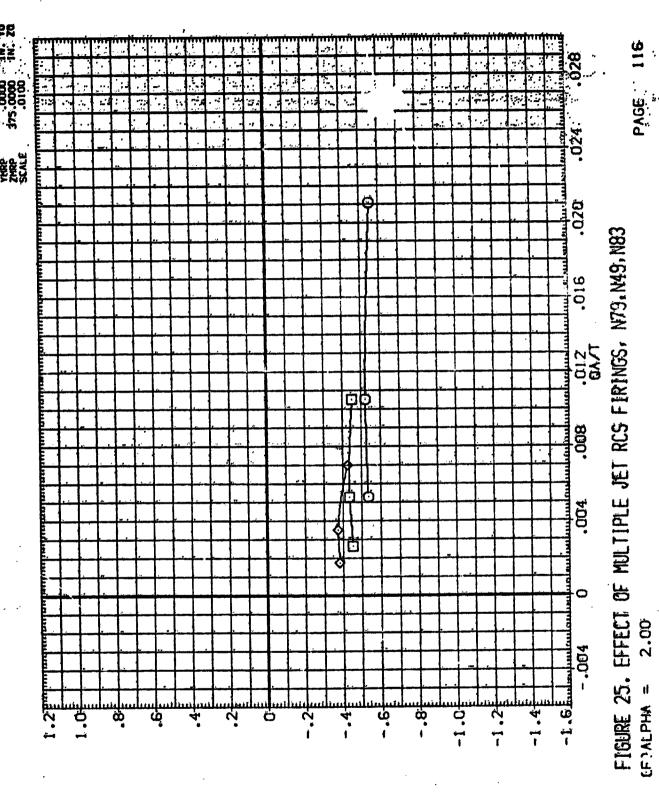
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REFERENCE INEORISES SEEF 2890.,0000 LIKEF 474.8000 BRTEF 936.6800 XHRP 1076.7000 ZHRP 375.0000 SCALE .0000 024 47. 600. 600. 600. 020 FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79,N49,N83 80000 47.0000 60000 60000 016 .012 0A/T 교 8 666 8 666 008 .00.4 4 CONFIGURATION DESCRIPTION: 01N79. LARC CFHT 118 (FM-22) 01N49. LARC CFHT 118 (FA-22) 01N83. LARC CFHT 118 (FA-22) \Box 10 -.004 -1.6<u>5</u>mb .2E''' 바. 1-- 2- -1.2 -1.4 <u>.</u> <u>.</u> œ, 9. ž CDV 7 ဖ် Ö CSJADOLY CSJADOLY CSJADOZ CSJADOZ

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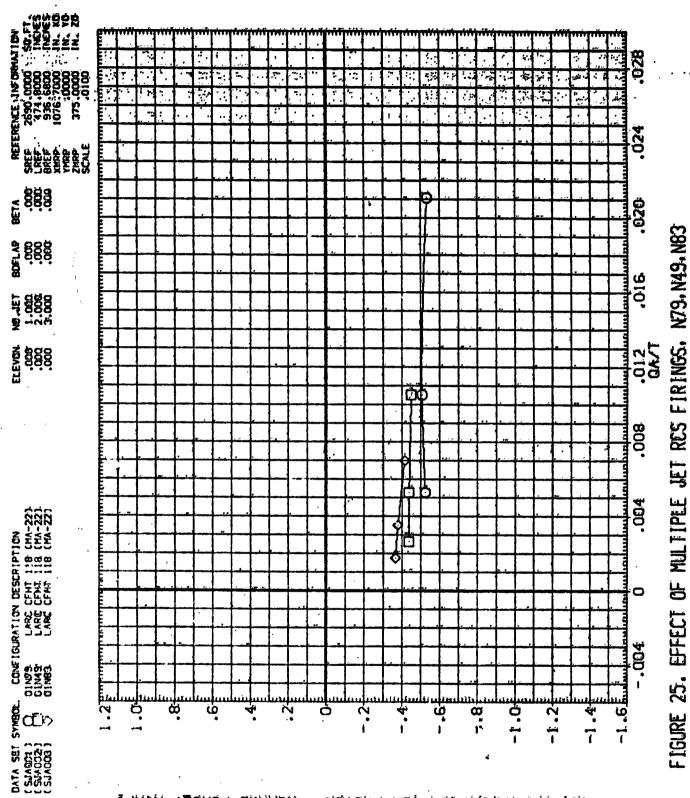
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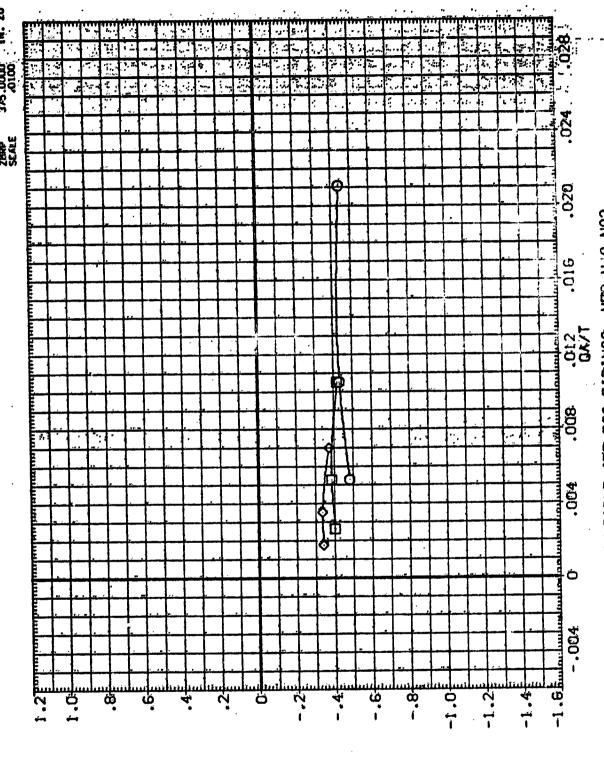
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RCS JET AMPLIFICATION FACTOR - NORMAL FORCE, N(NF)

FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79,N49,N83 (H)ALPHA = 6.00

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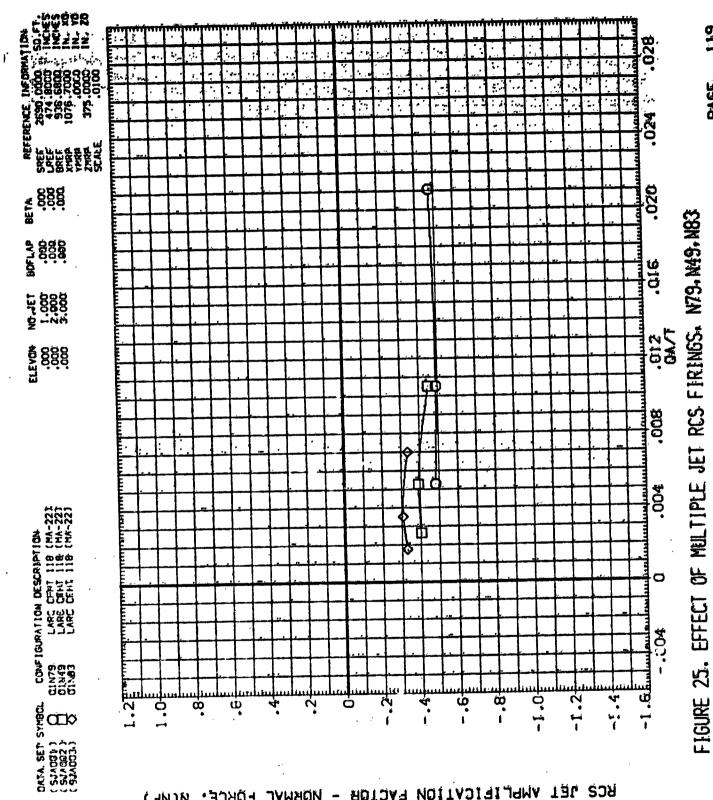
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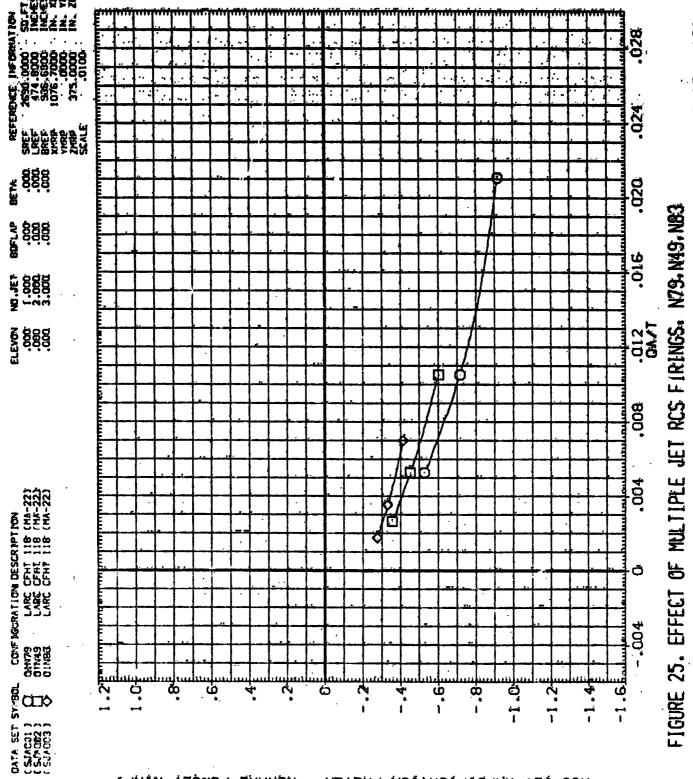
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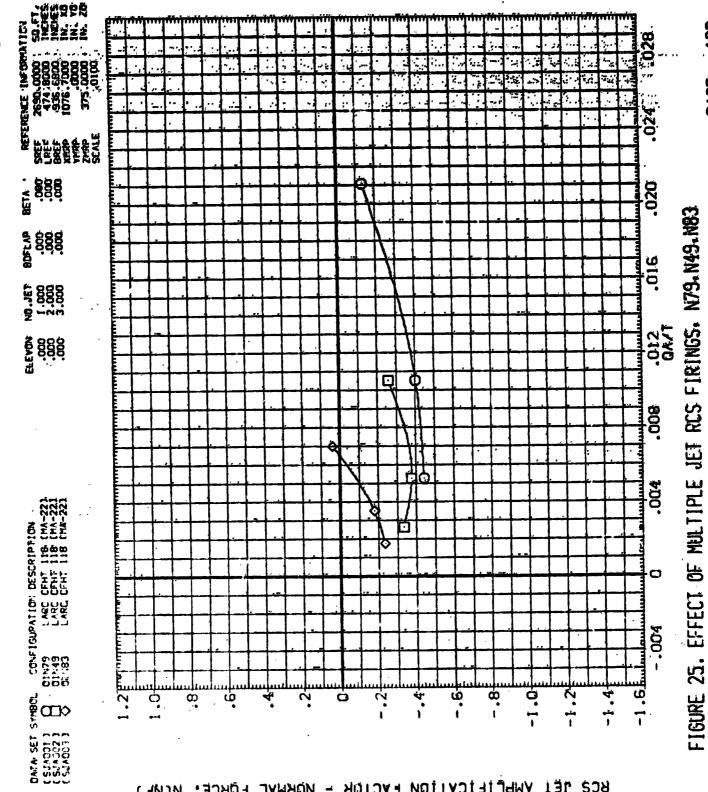
RES JET AMPLIFICATION FACTOR - NORMAL FORCE, NINF)

122 , F. 2. SREF 7590,0000 LREF 774,8000 RREF 976,5800 RRMP 1076,7000 YMMP 375,0000 ZHRP 375,0000 SCALE 0100 PAGE .024 .020 FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRTNGS, 1779, N.49, N.83 **8 6 6 6 6 6 6 6** 7. JET 2.000 3.000 0.000 0.000 .012 04/T 早 .008 .004 CONFIGURATION DESCRIPTION OUNTS LARC CFHT 118 (MA-22) GINGS LARC CFHT 118 (MA-22) GINGS LARC CFHT 118 (MA-22) 20.00 -.004 - ք.6 երոխորհ (L)ALPHA = -1.2 -1.4柱 -1.04 9. , The £ 0000 CSJAGGZ) (SJAGGZ) (SJAGGZ)

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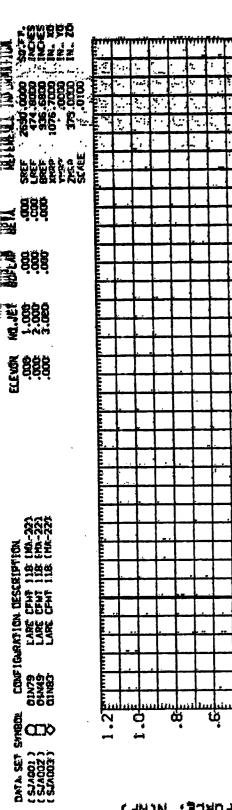
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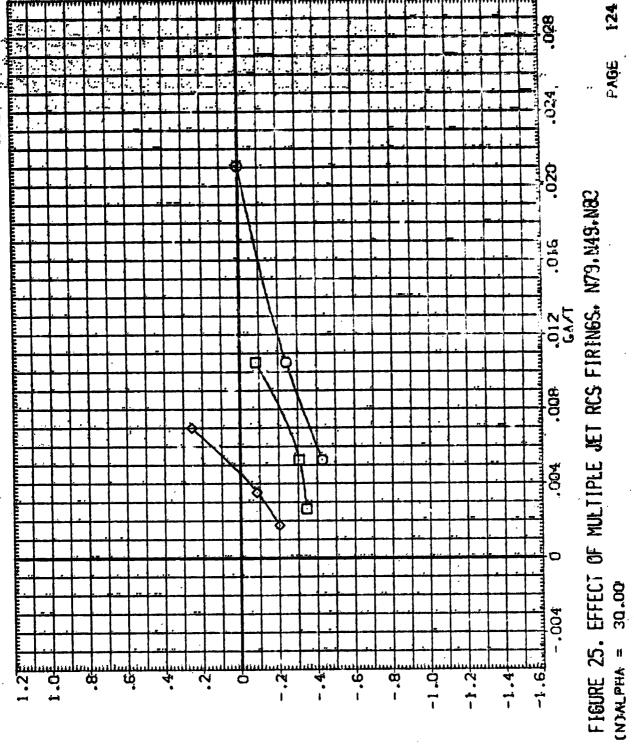
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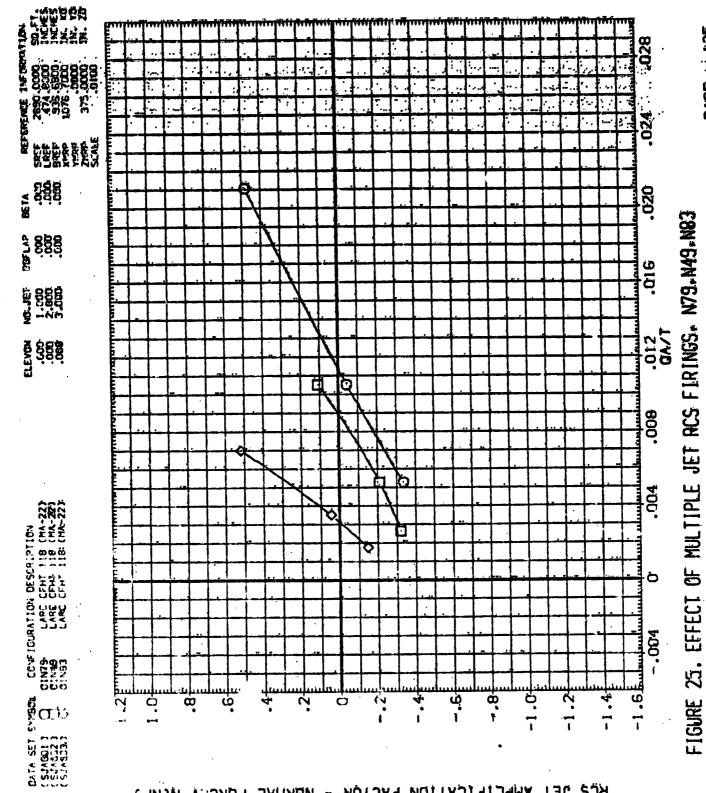


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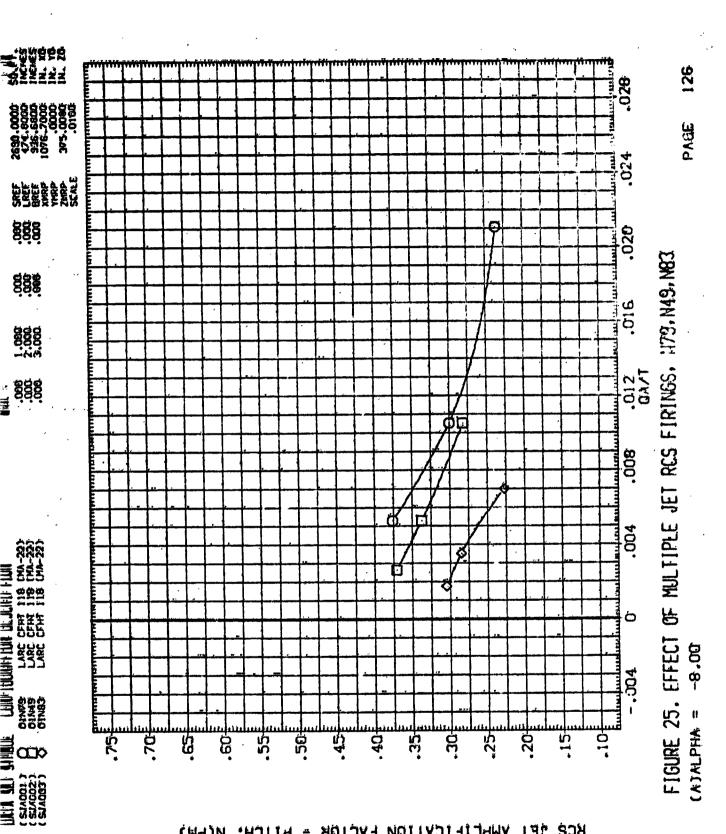
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RÇŞ JET AMPLIFICATION FACTOR - NORMAL FORCE.



RCS JET AMPLIFICATION FACTOR - PITCH. NCPM)

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SO.FT. REFERENCE INFORMATION 2690 .0000 4774.8000 938.8600 1076.7000 375.0000 SAER STARP SCALE SCALE 8£7.4 000 000 020 FIGURE 25. EFFECT OF MULTIFLE JET RCS FIRINGS, N79,N49,N83 80.000 80.000 80.000 .016 .012 04/T 2000. 2000. 2000. 2000. ď 008 .004 COMFIGURATION DESCRIPTION
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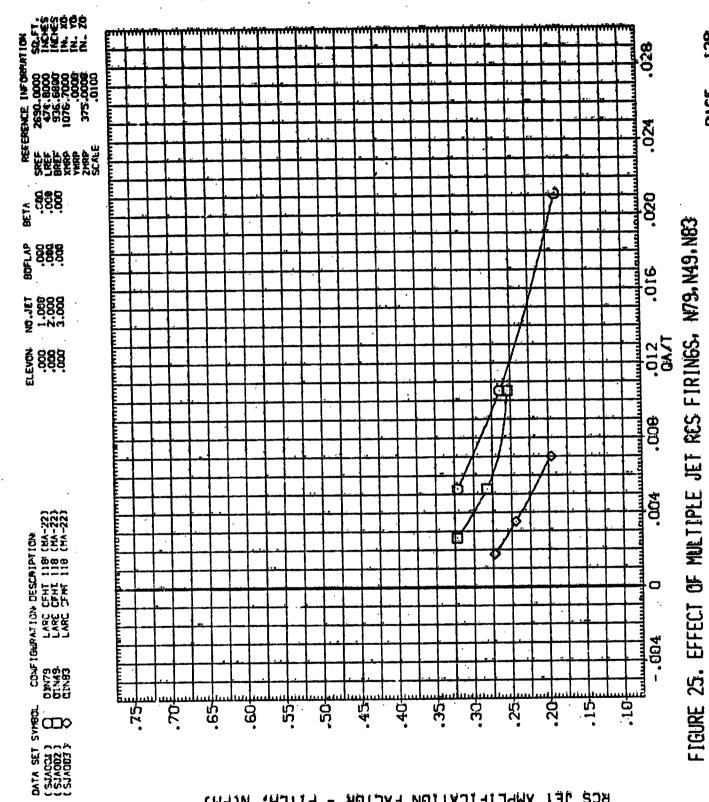
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(E)ALPHA =

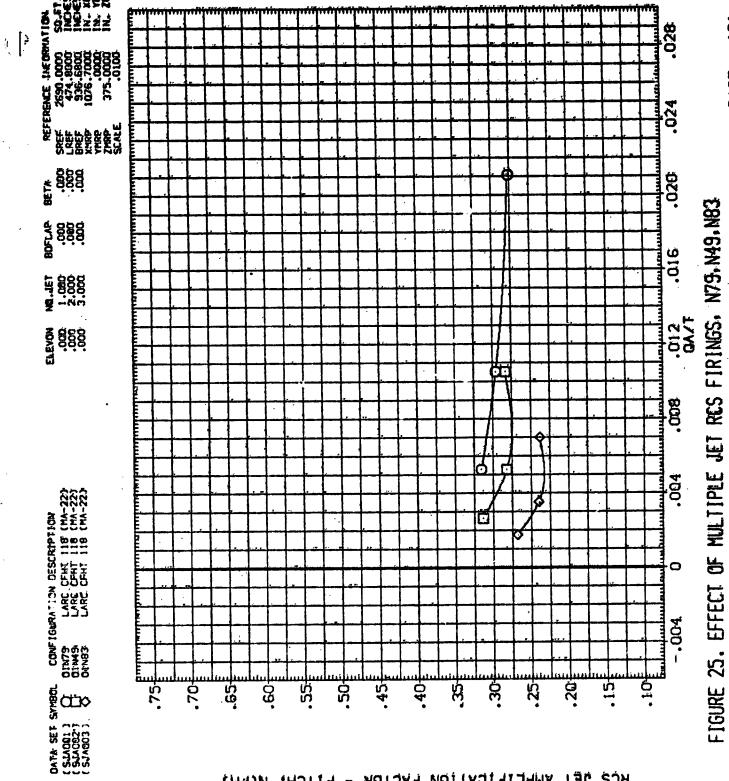
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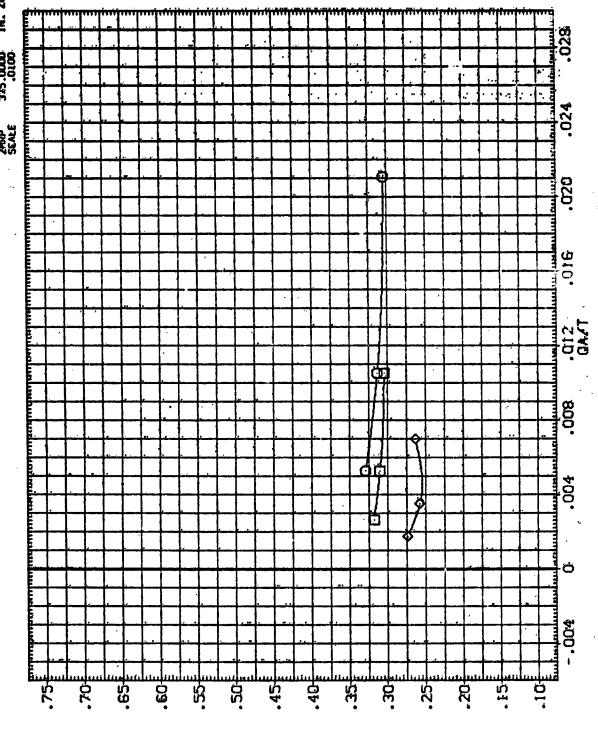
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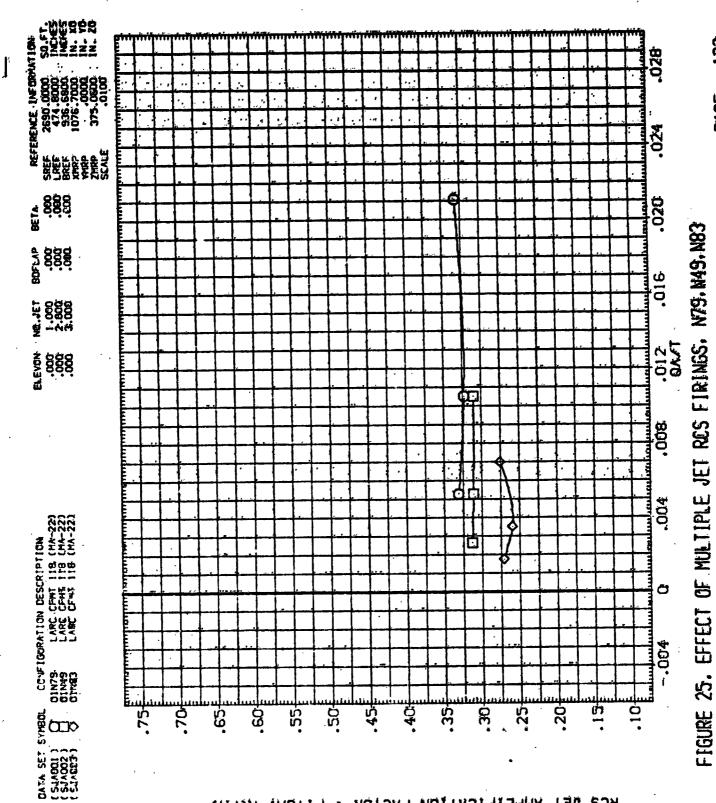
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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS. N79.N49.N83 4.00 (G) ALPHA =

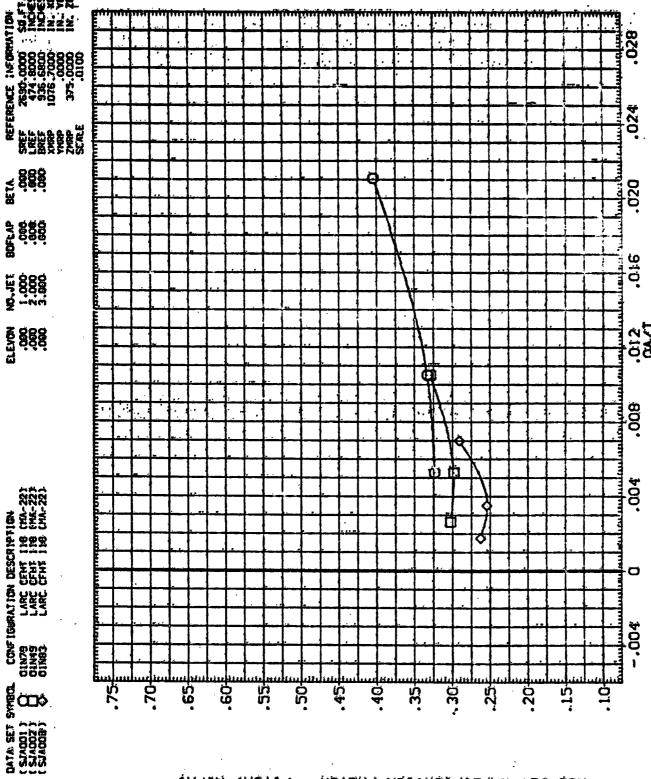
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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79, N49, N83 CETALPHA =

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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79, N49, N83 CJIALPHA =

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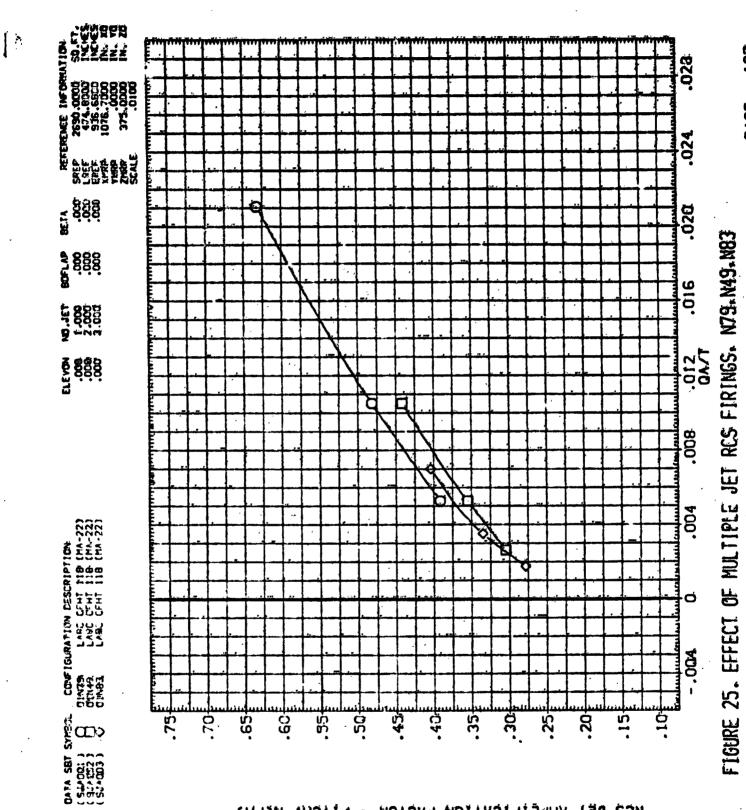
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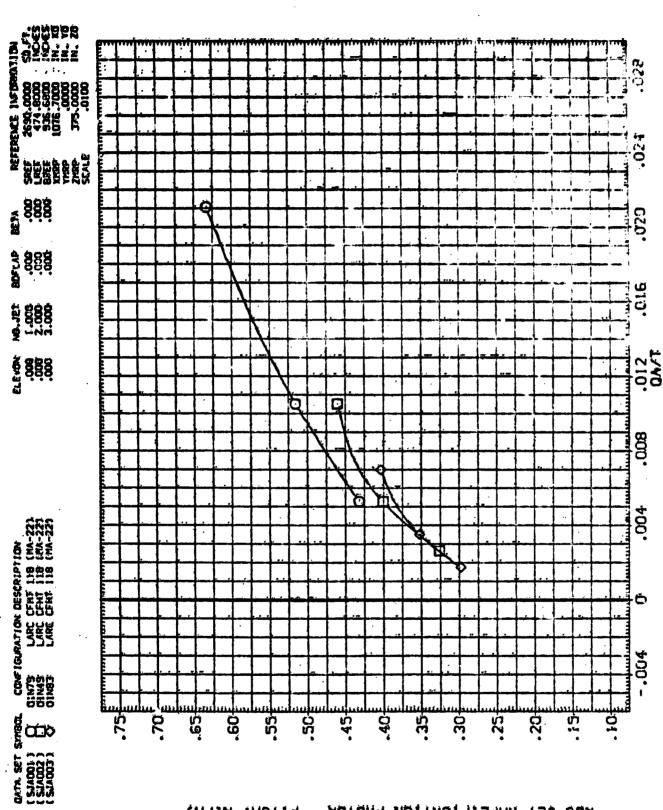
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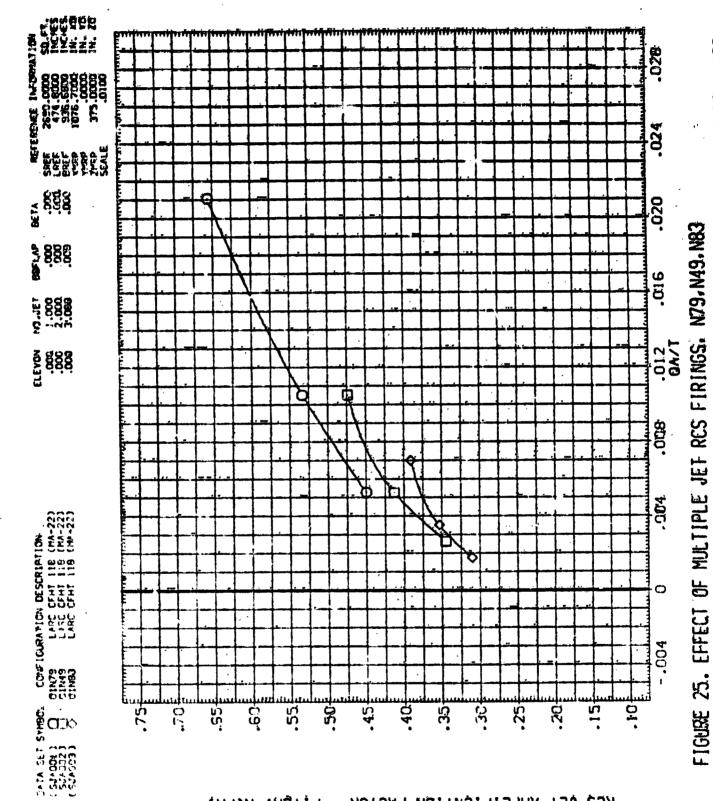
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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79,N49,N83

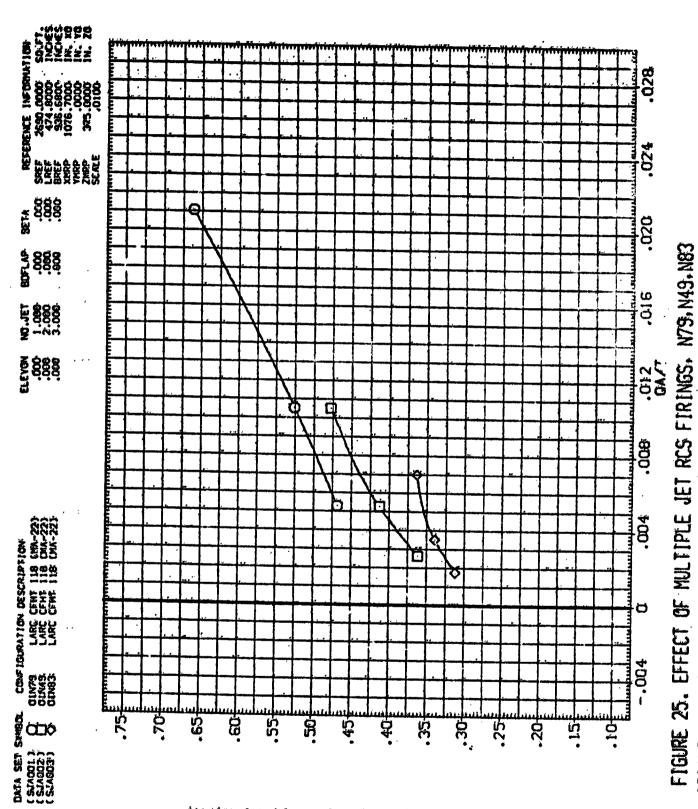
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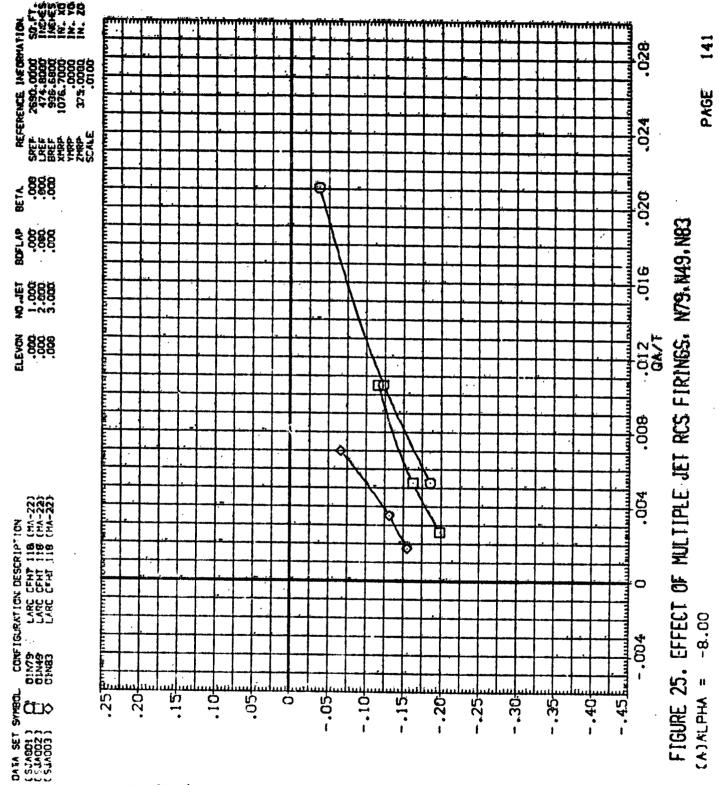
RCS JET AMPLIFICATION FACTOR - PITCH, NCPM)

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(O) ALPHA =

RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, N(AF)



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SCALE .0490 142 PAGE 024 8ETA 000. 000. 000. .020 FIGURE 25. EFFEET OF MULTIPLE JET RCS FIRINGS, N79, N49, N83 .016 86.15. 22.000 20.000 20.000 0.12 0.4/T 2000. 0000. 0000. .008 PP .004 CONFIGURATION DESCRIPTION
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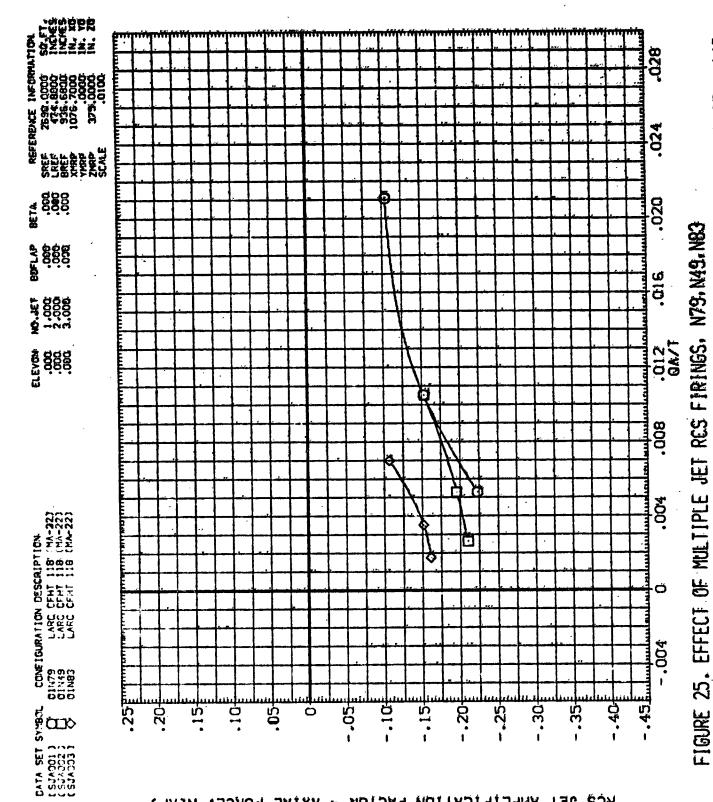
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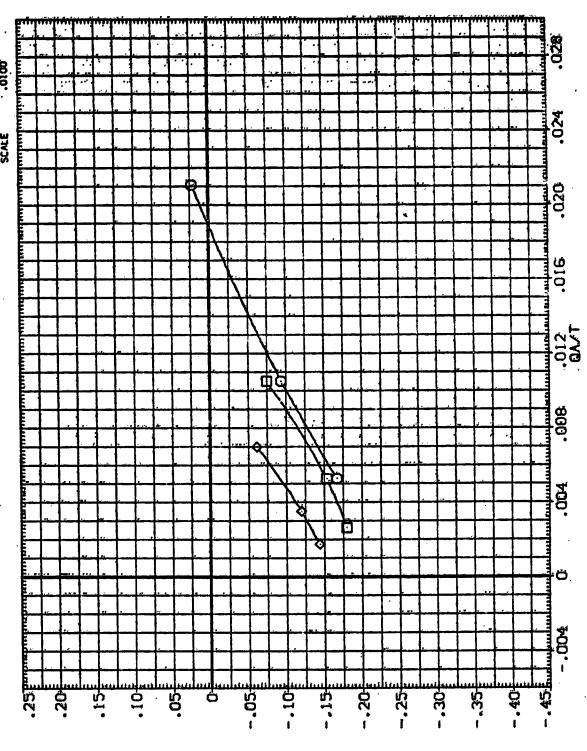
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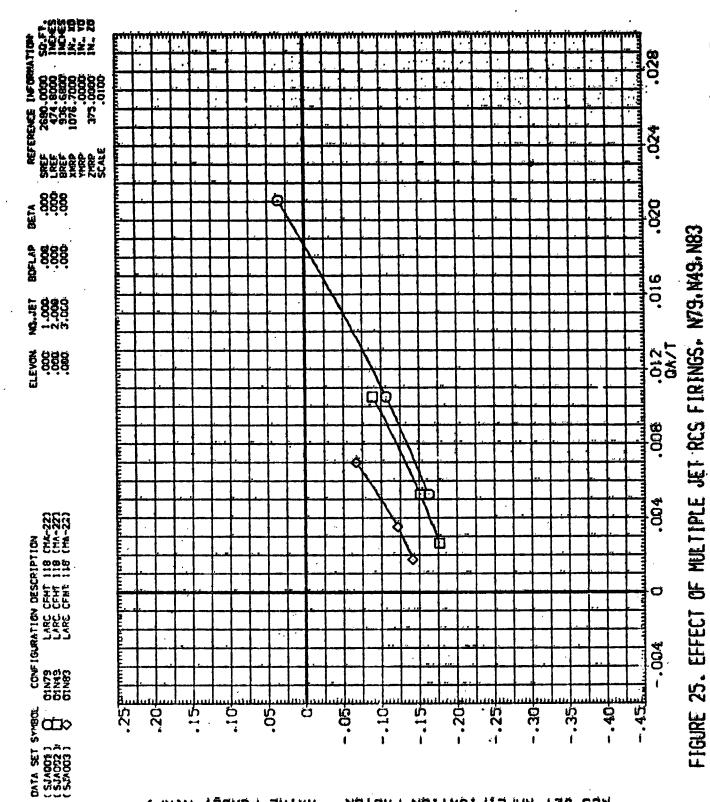


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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79.N49.N83 -2.00 (C) ALPHA =

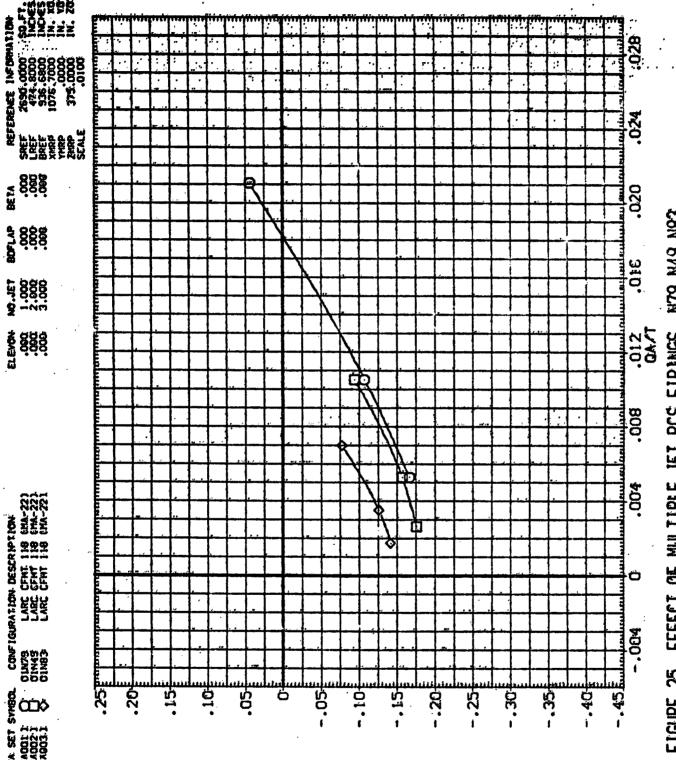
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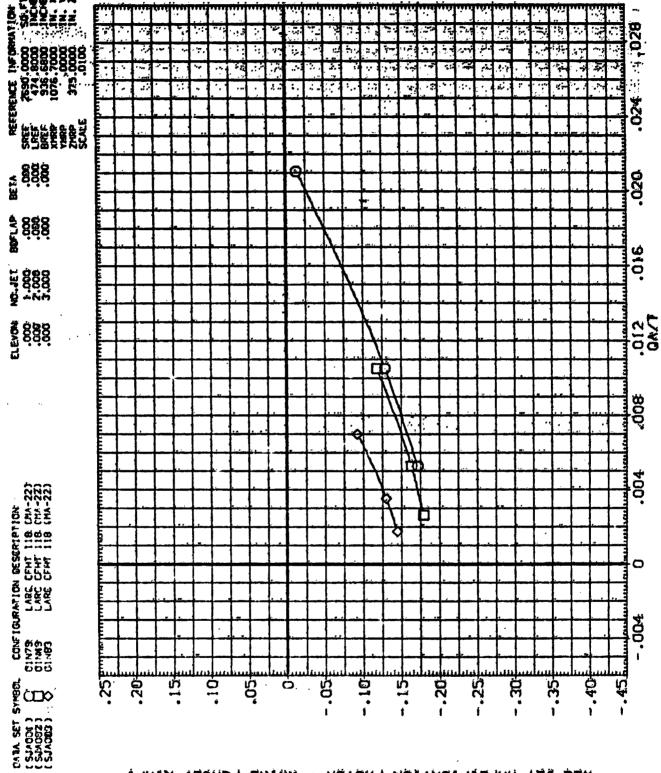
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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79, N49, N83 2.00 (F)ALPHA =

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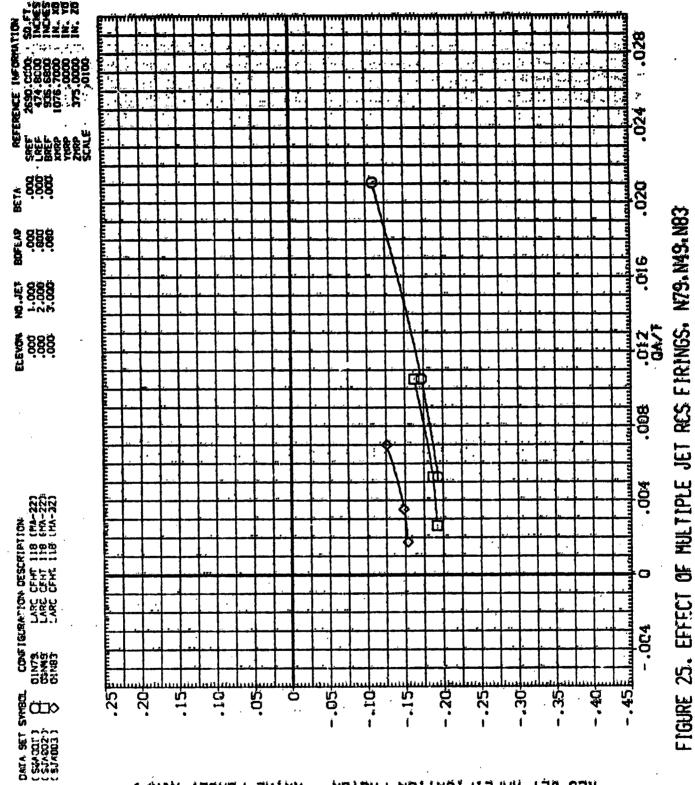
RCG JET AMPLIFICATION FACTOR - AXIAL FORCE, NEAF)

FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79,N49,N83 = WHOTV(5)

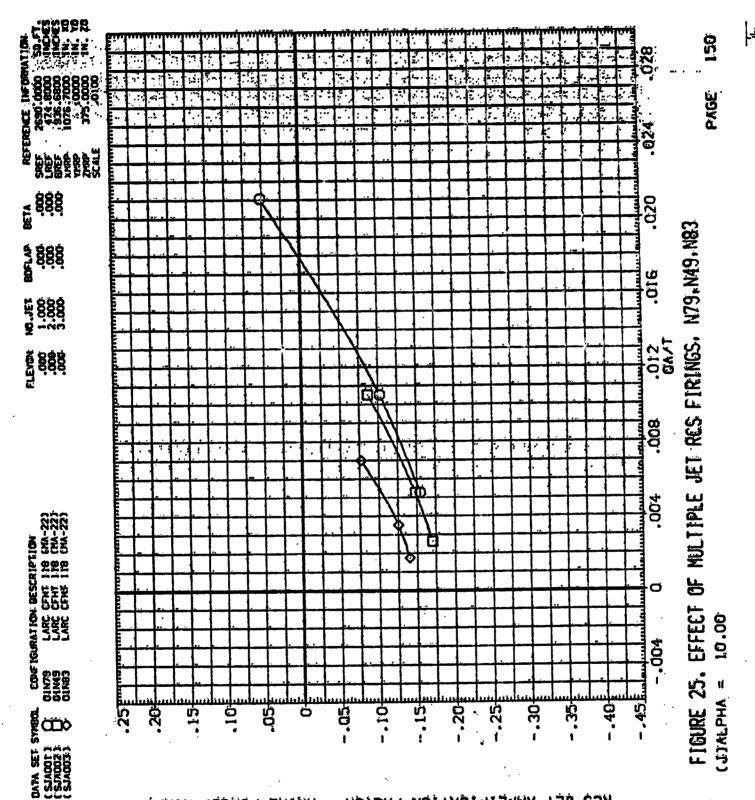
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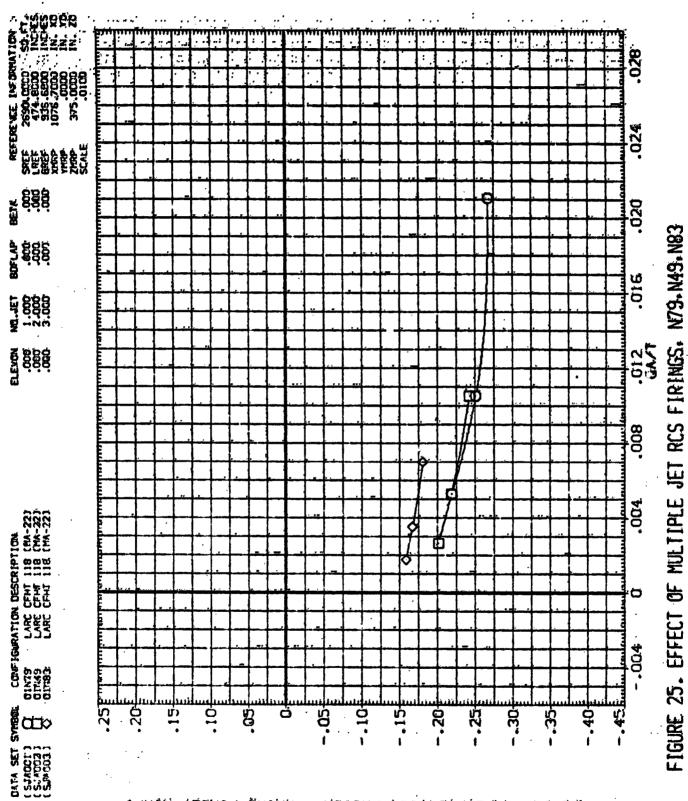


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RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, MLAF)

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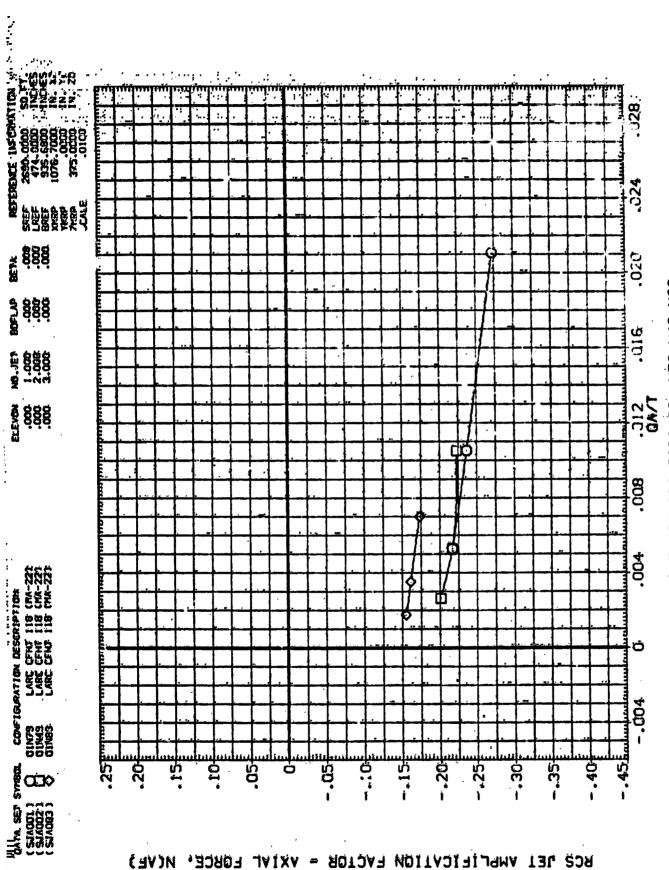
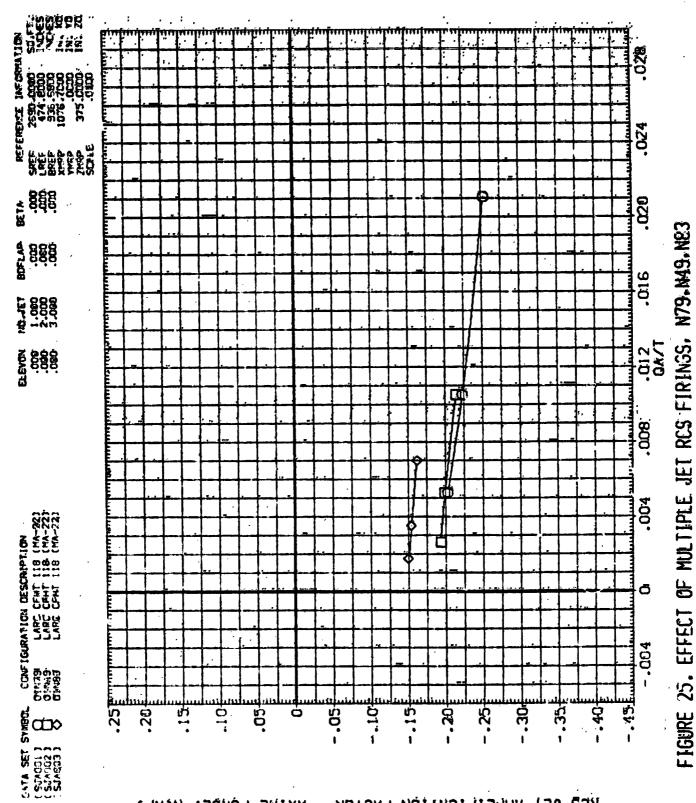


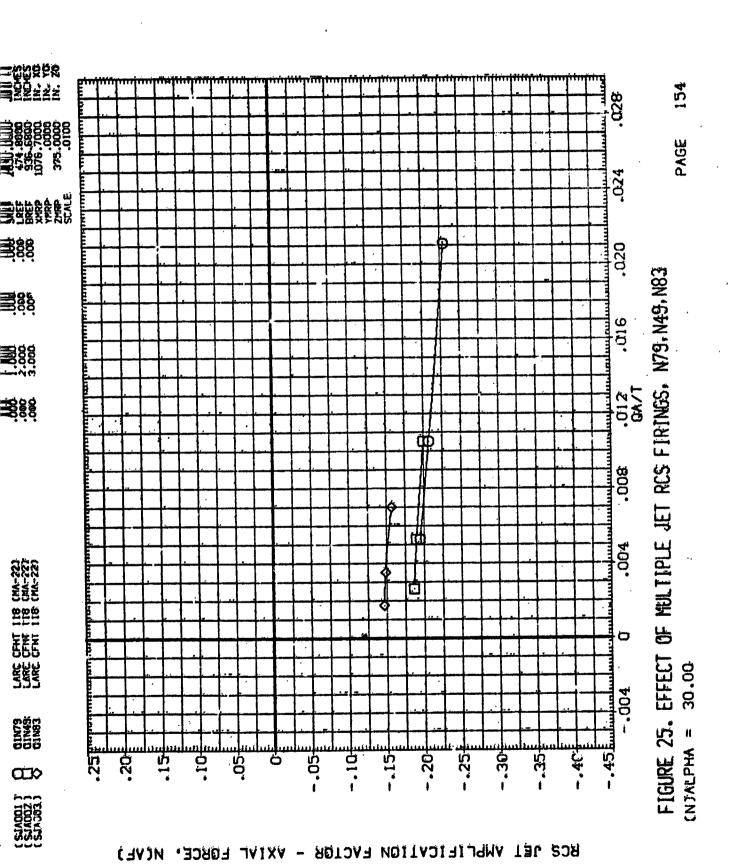
FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS. N79, N49, N83 20.00 (L)ALPHA =

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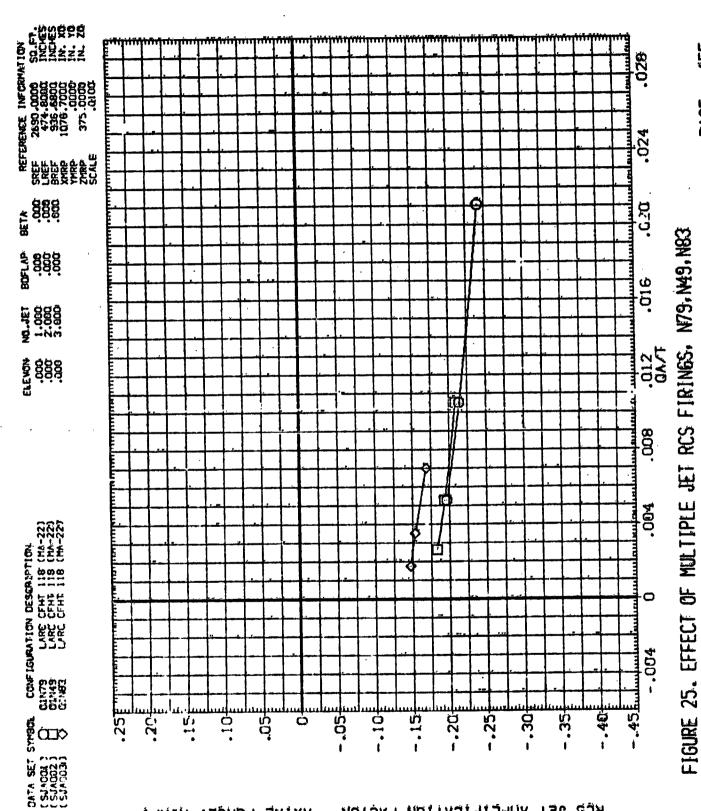


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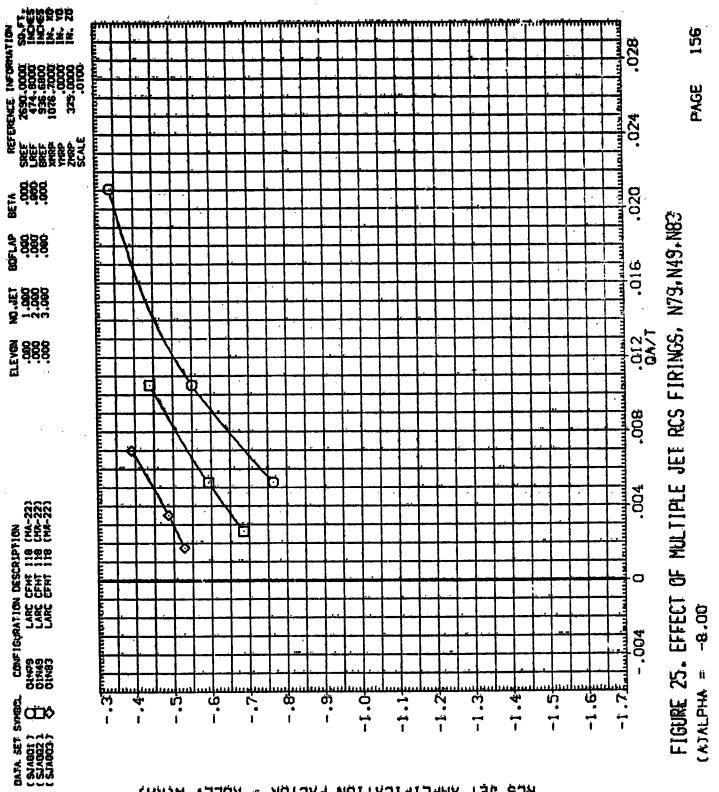


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RCS JET AMPLIFICATION FACTOR - AXIAL FORCE. N(AF)

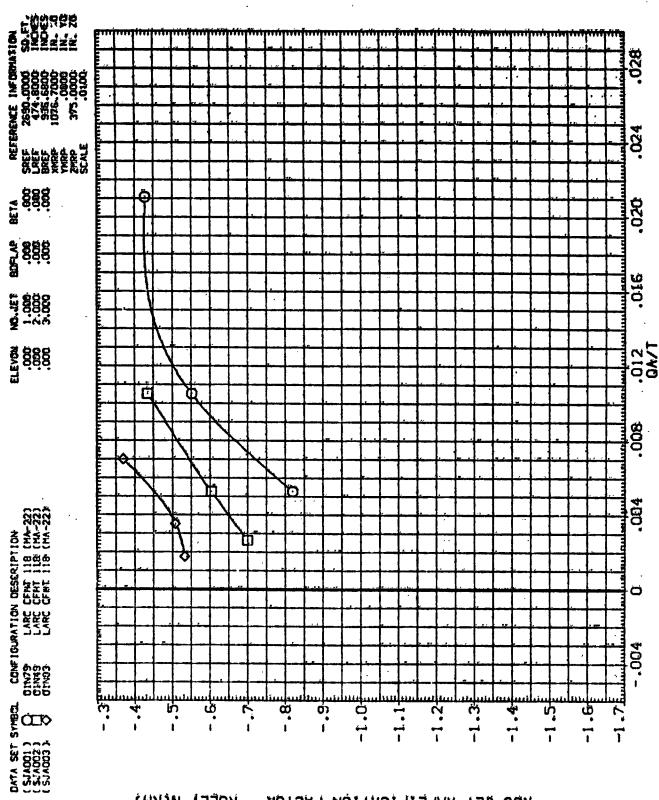


HCS JET AMPLIFICATION FACTOR - ROLL. N(RM)

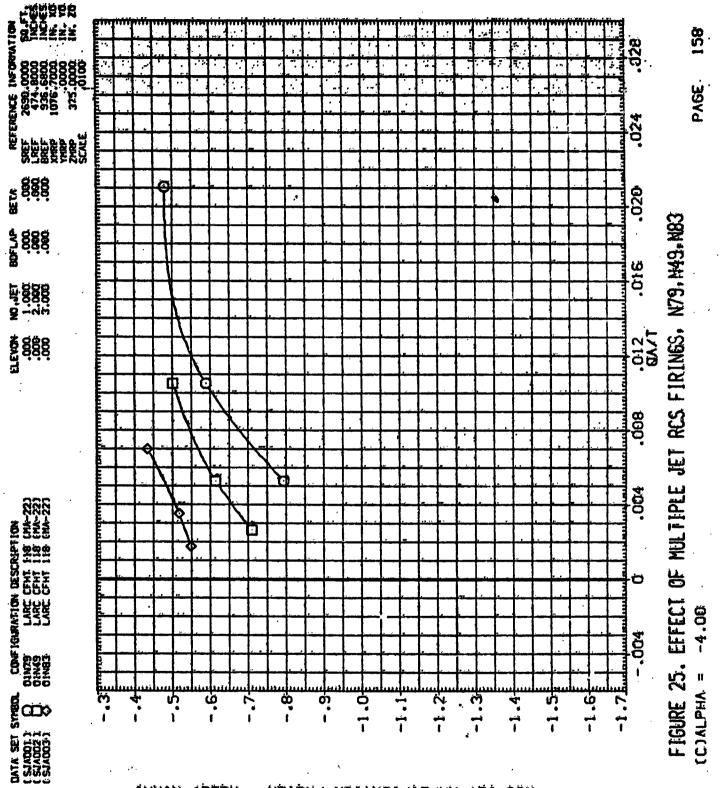
FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79,N49,N83

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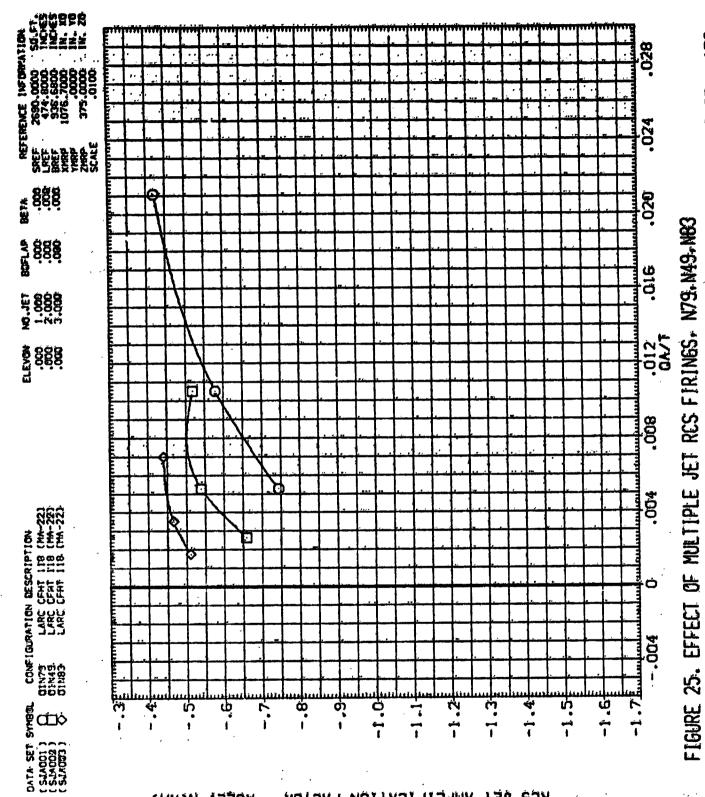
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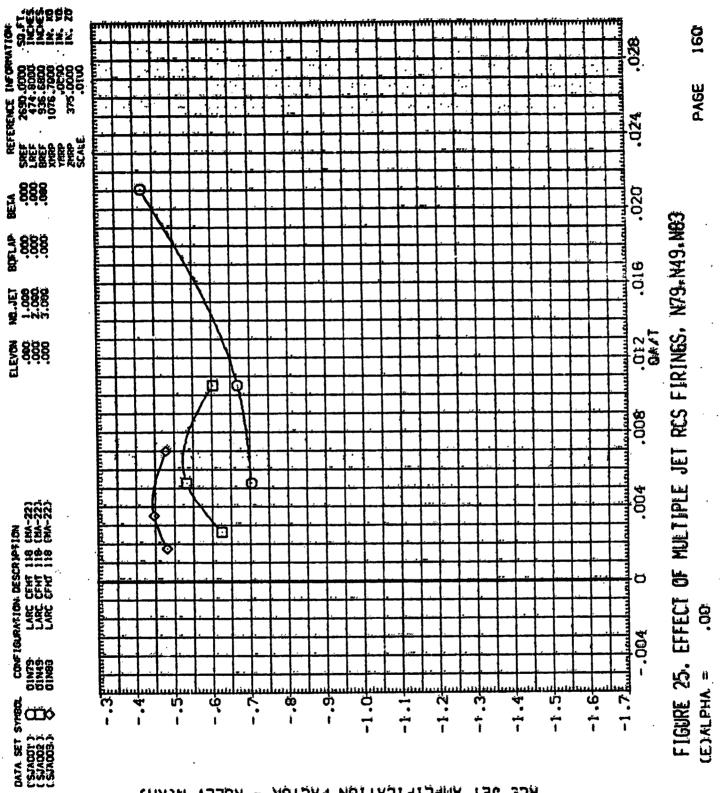
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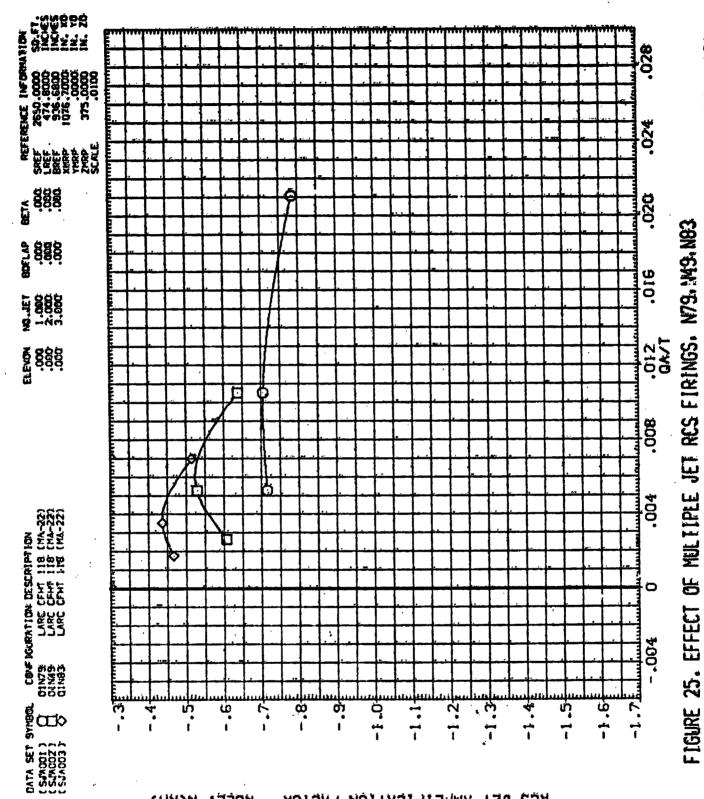
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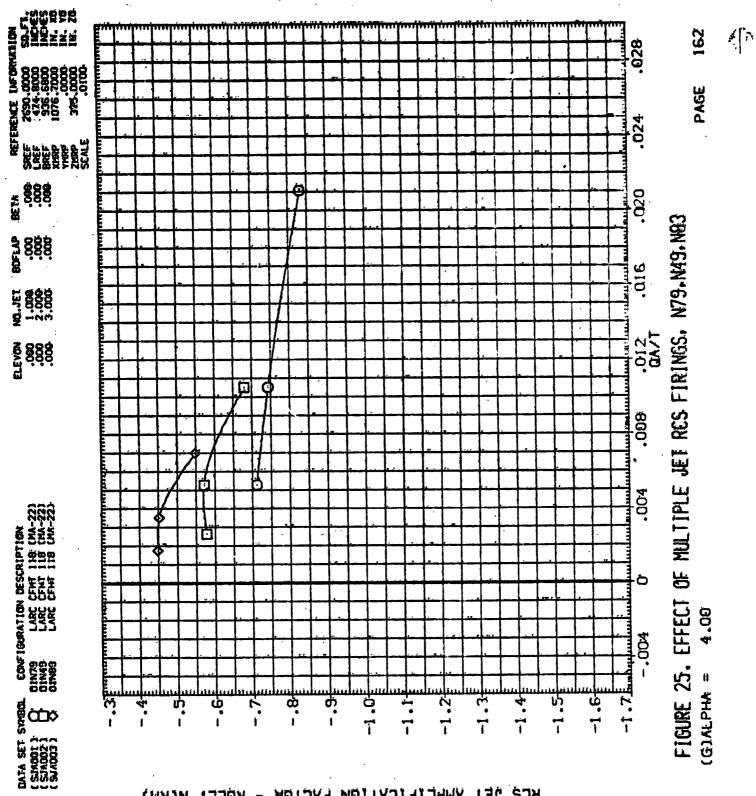
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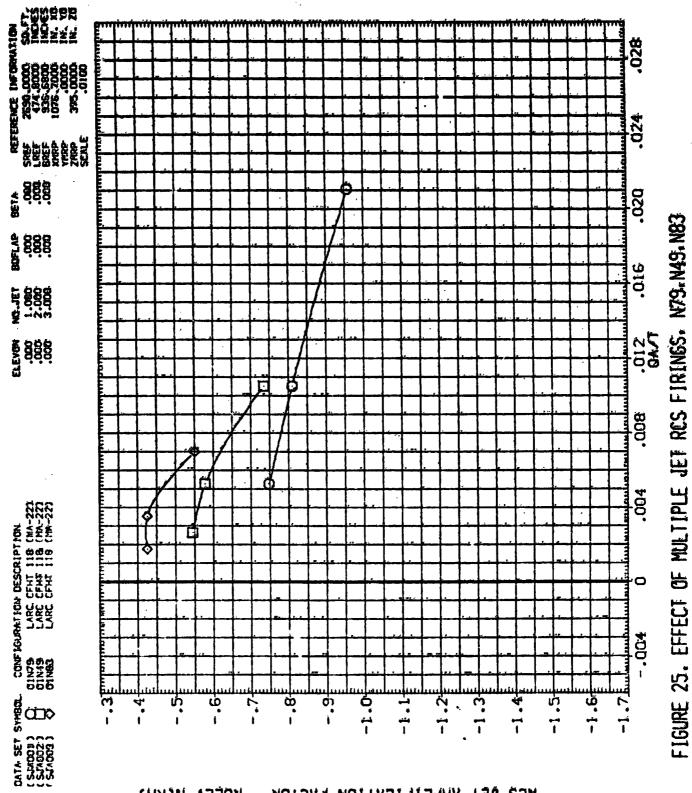


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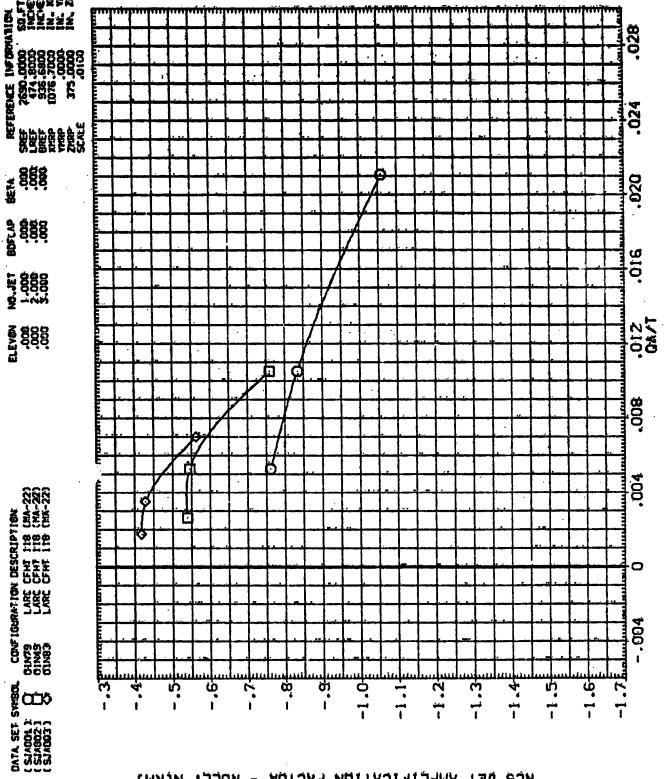
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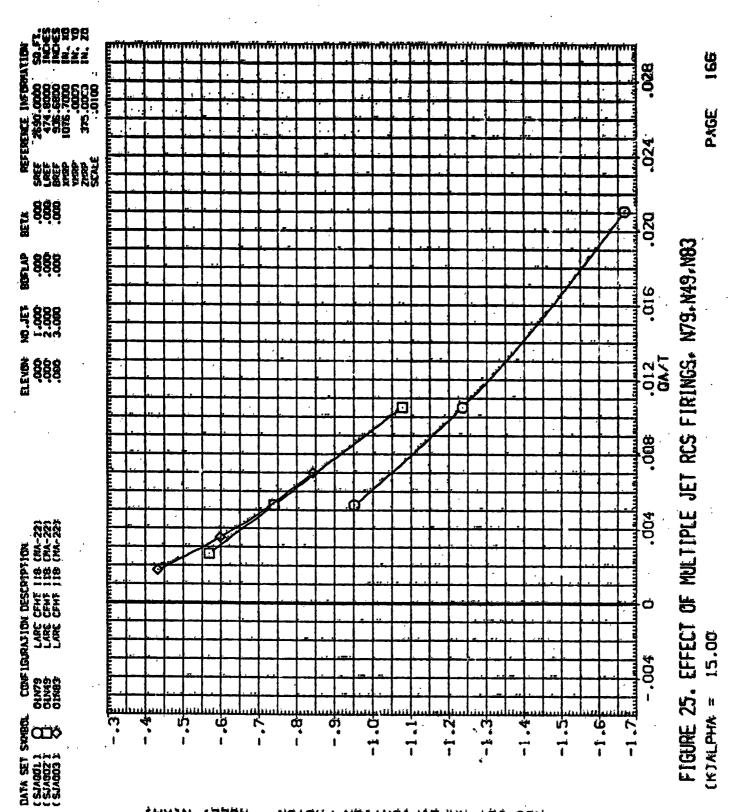
FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS. N79.N49.N83 8.00 CIJALPHA =

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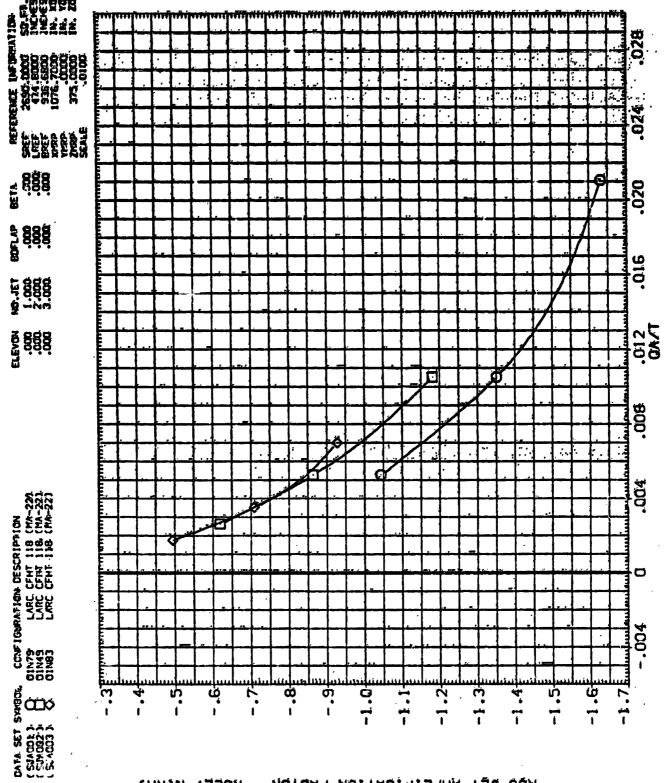


RCS JET AMPLIFICATION FACTOR - ROLL, N(RM)

FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS. N79.N49.N83

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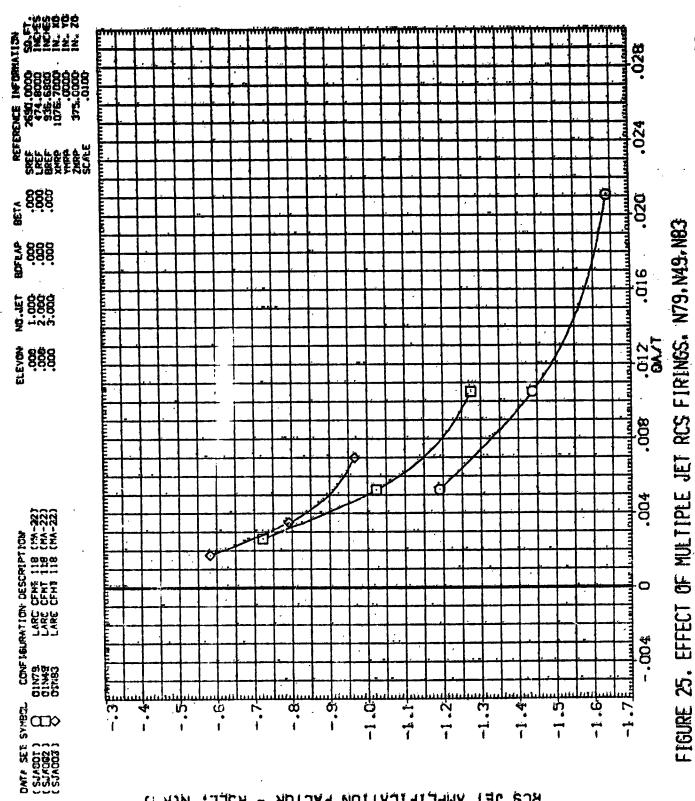


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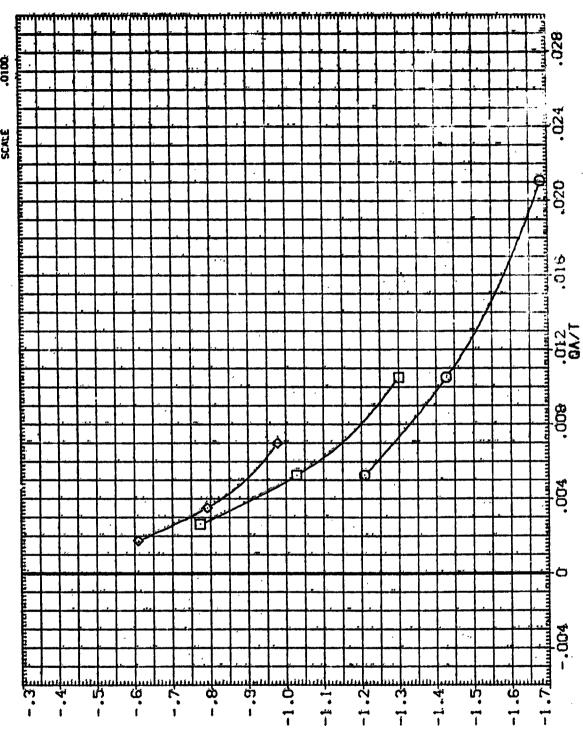
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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79, N48, N83 35.00 COJALPHA =

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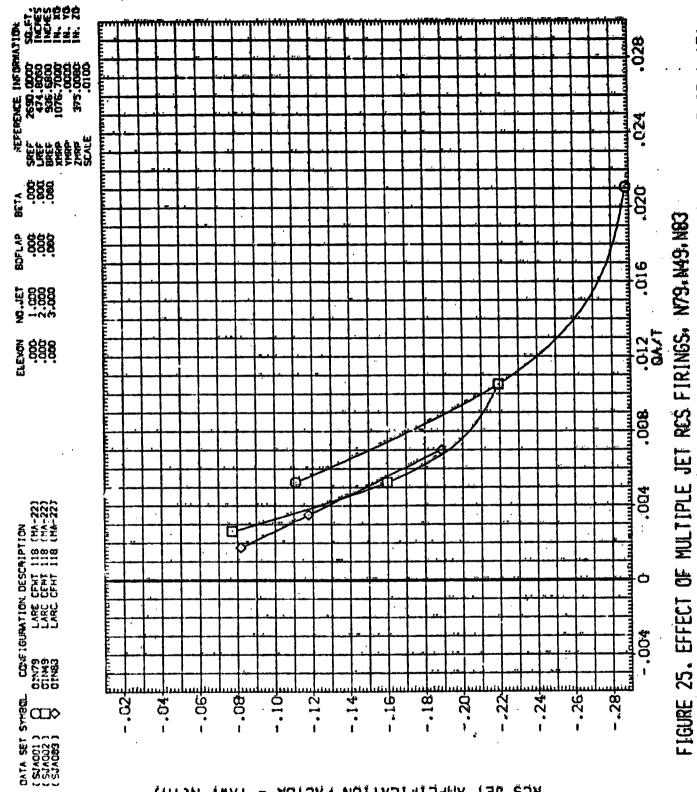
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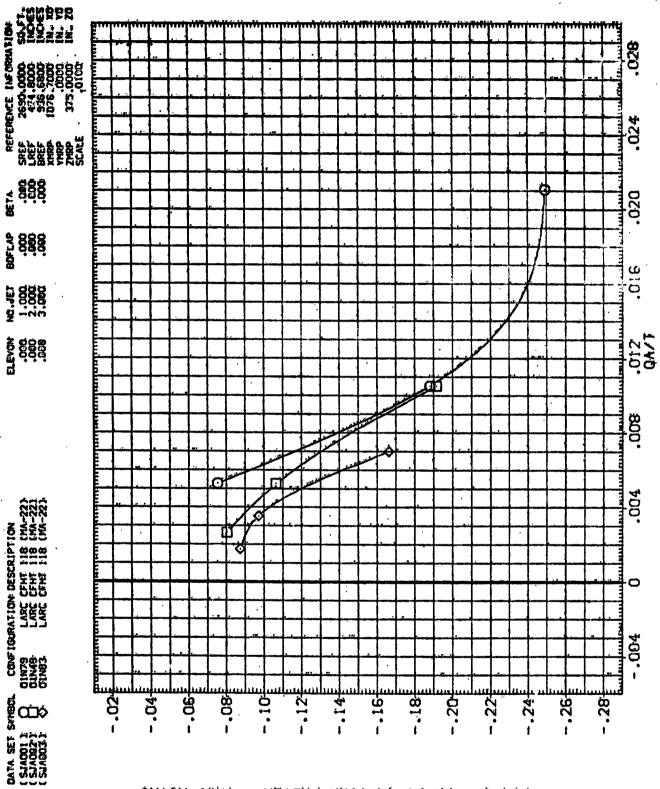
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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79,N49,N83 -6.00 (B) ALPHA =

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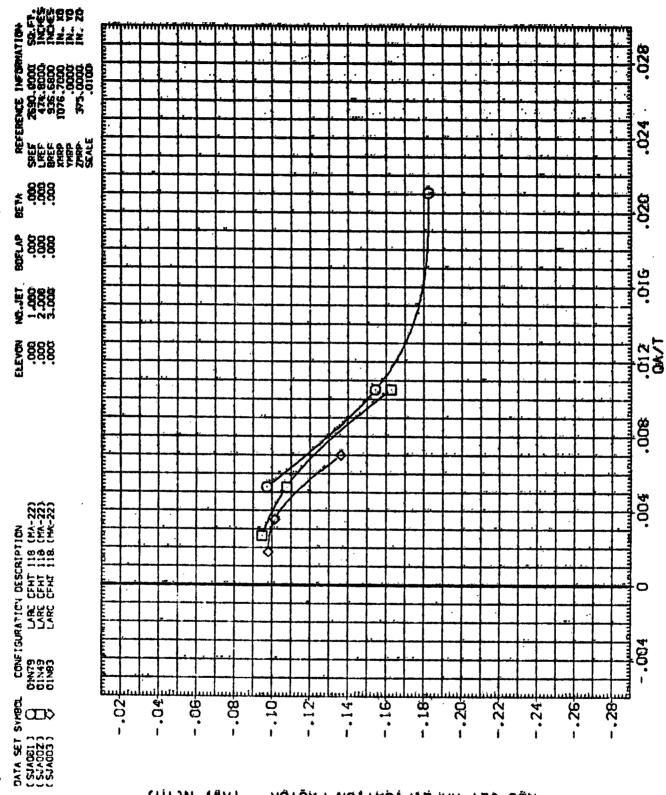
FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79.N49.N83

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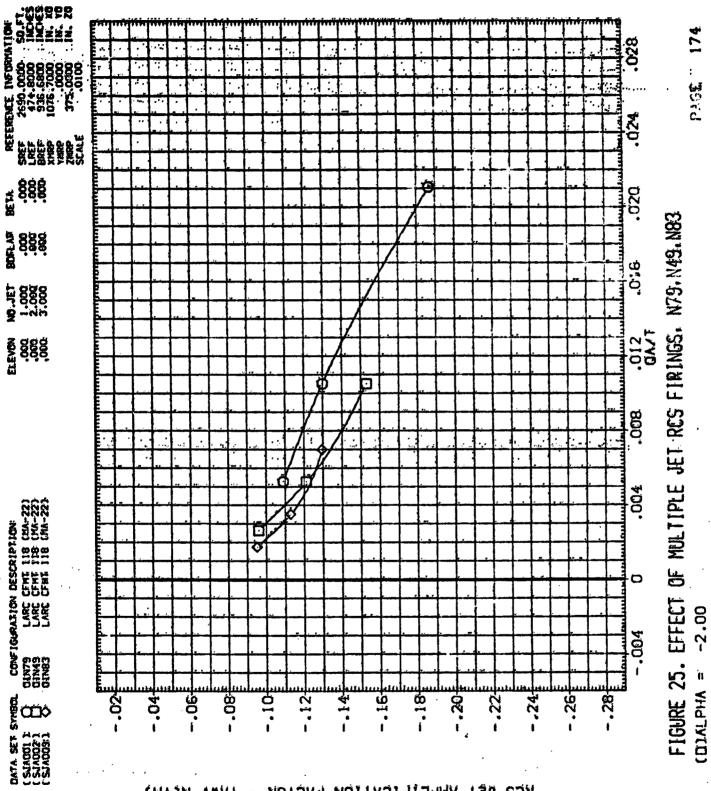
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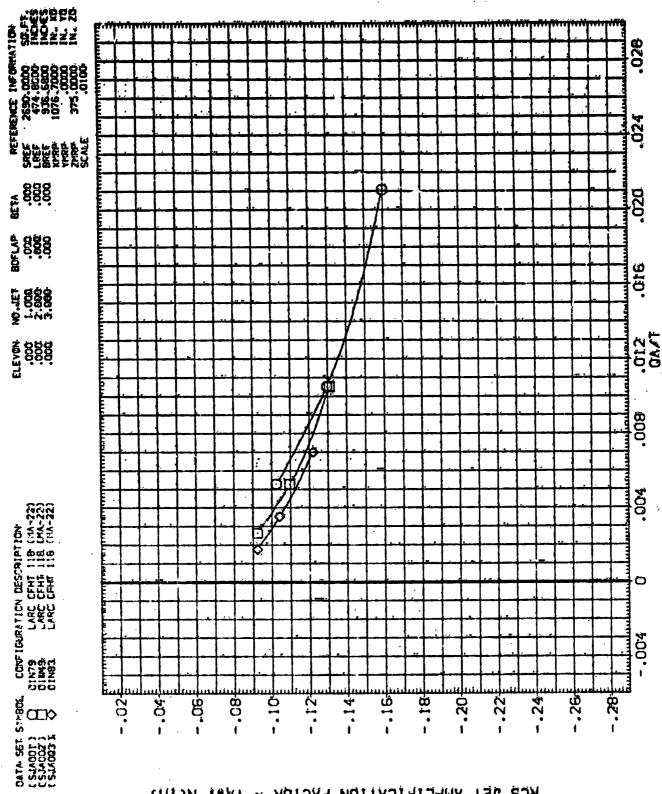
BCS TEL VHBFIEICVIION EVCLOB

FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79,N49,N83

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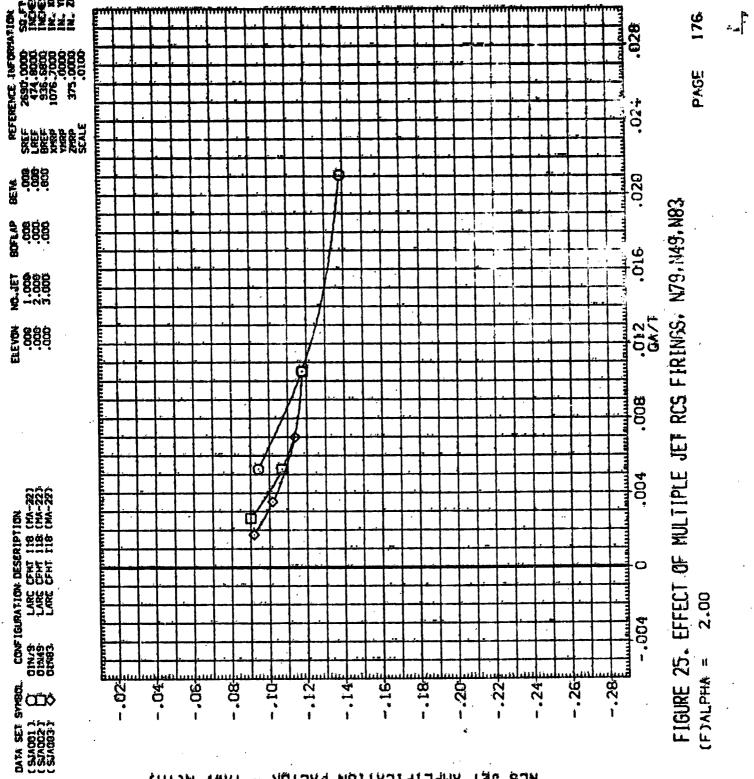
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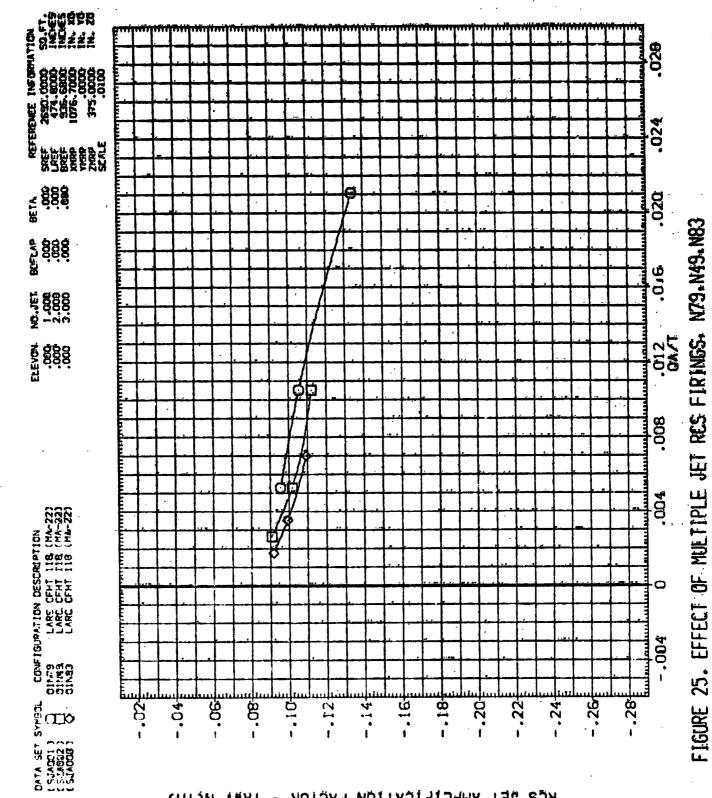
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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79, N49, N83 6.00 (H)ALPHA =

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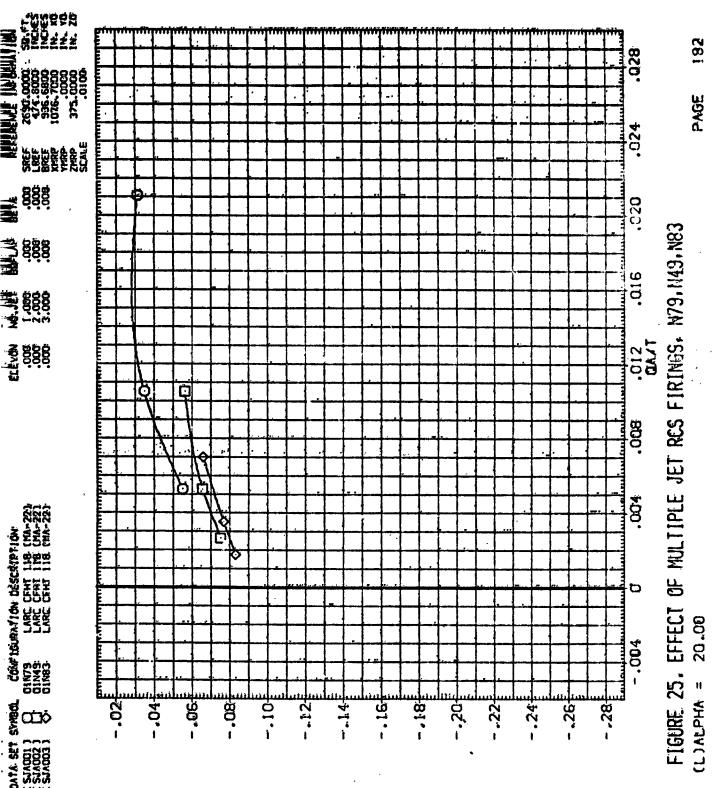
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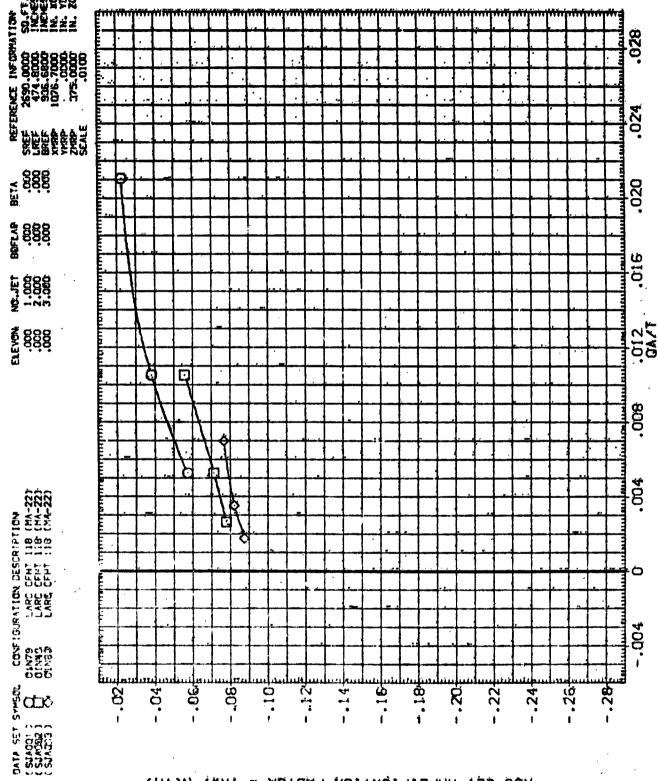
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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79,N49,N83

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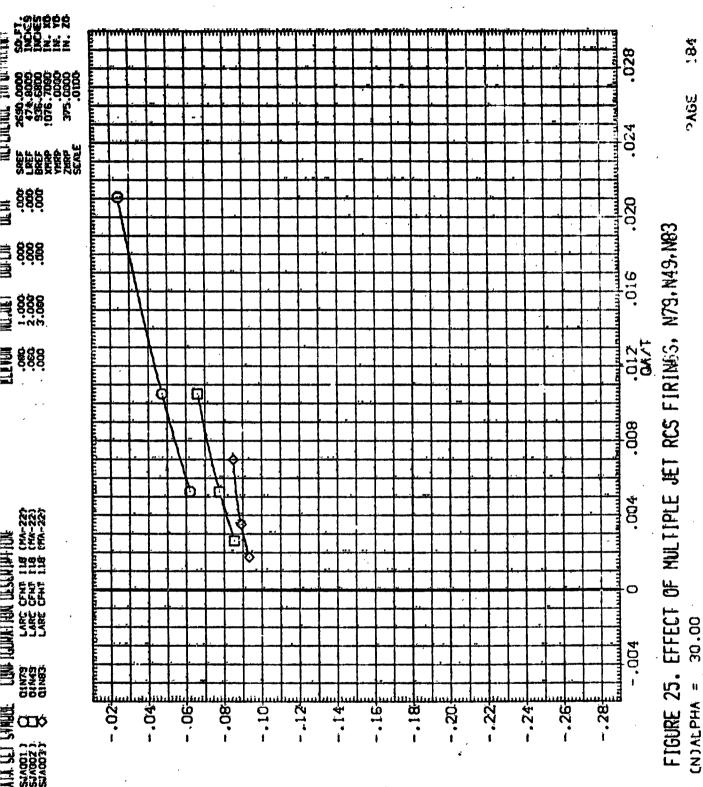
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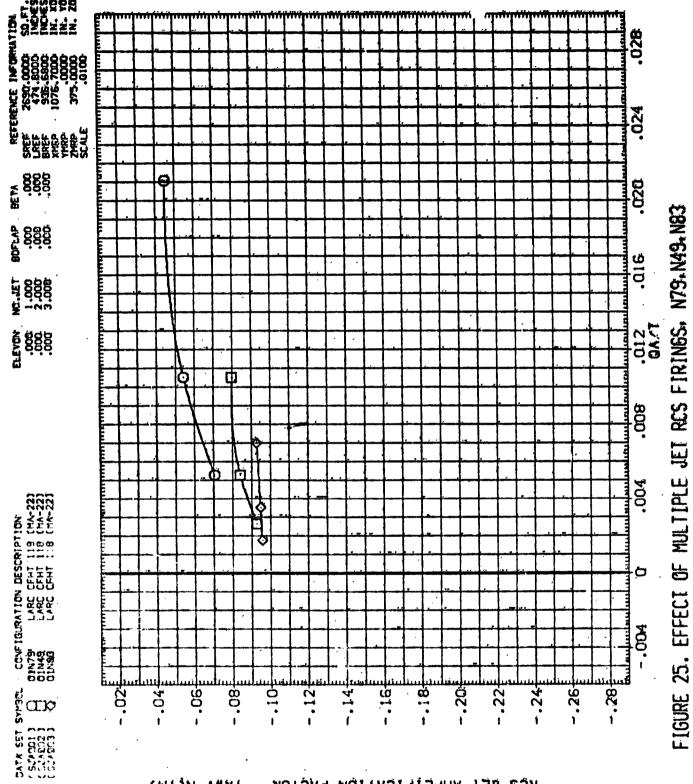
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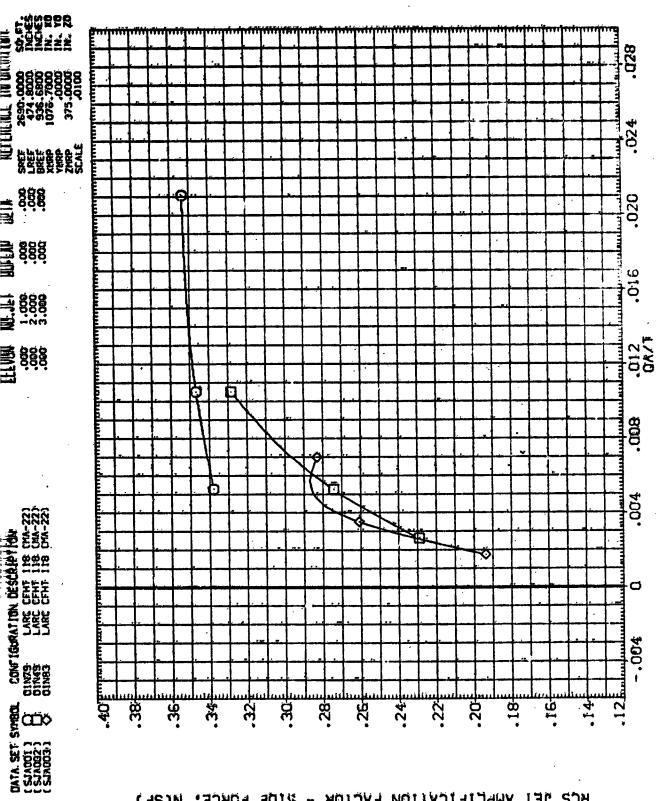
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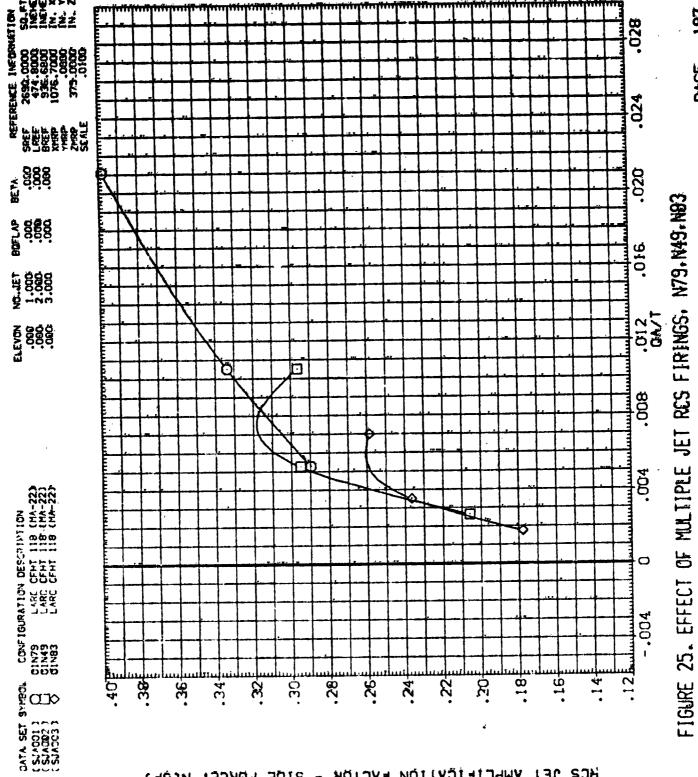
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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79,N49,N83

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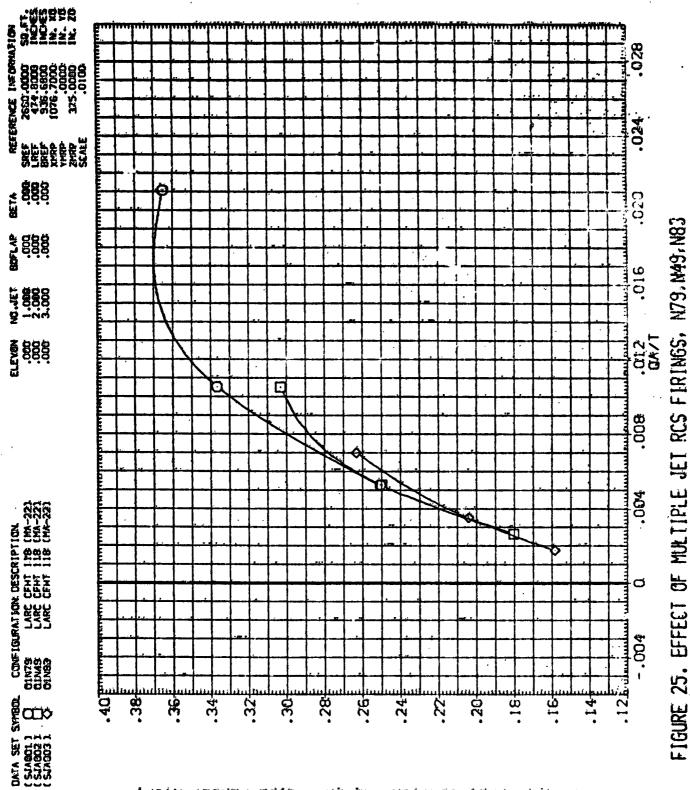


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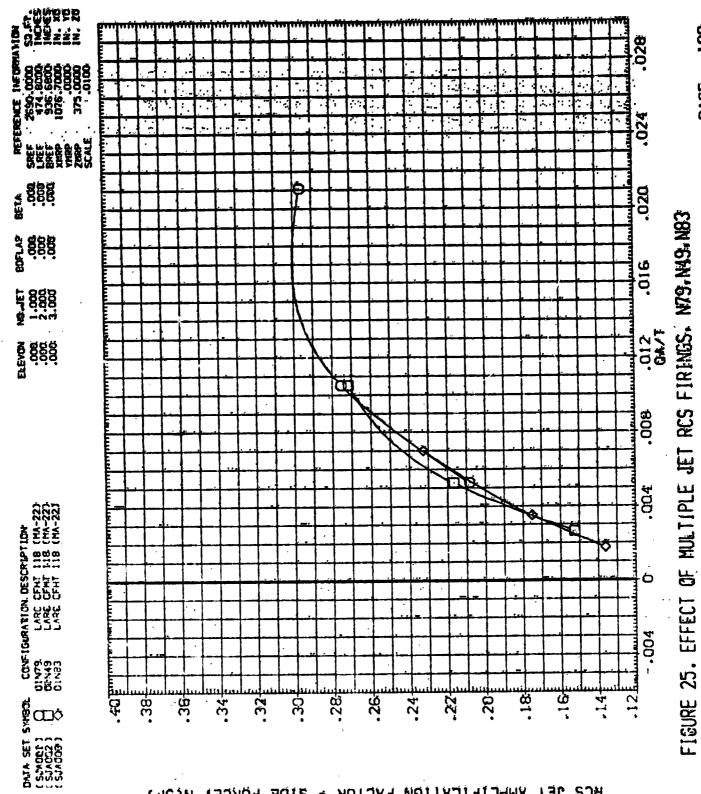
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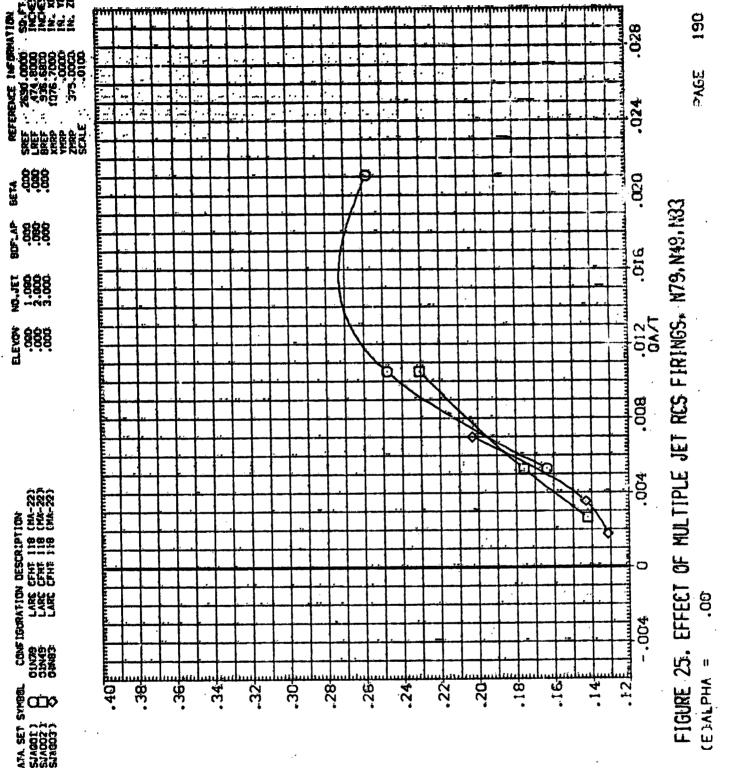
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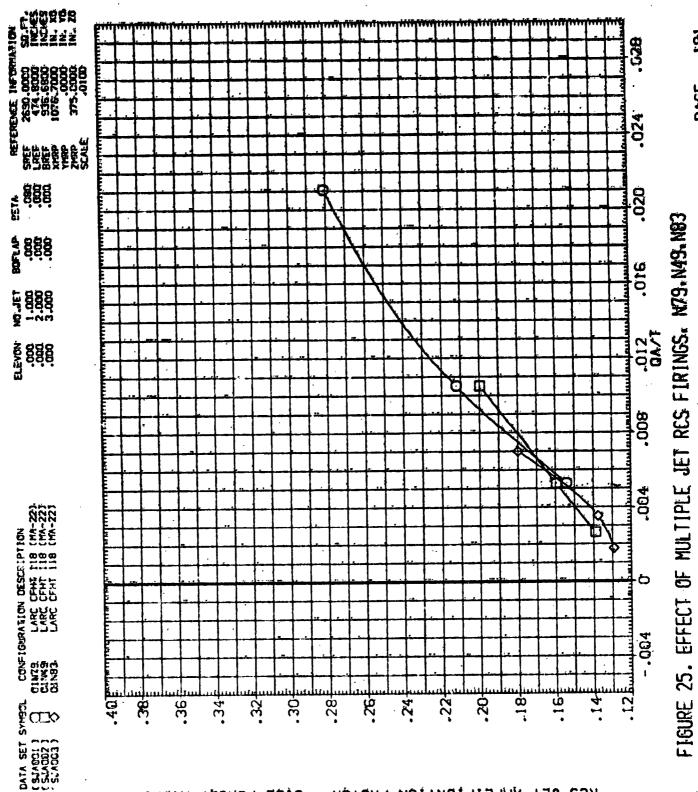
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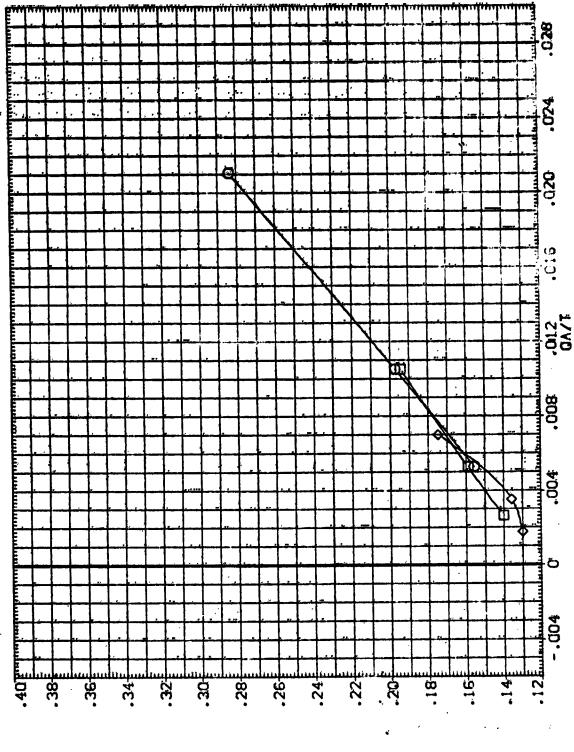
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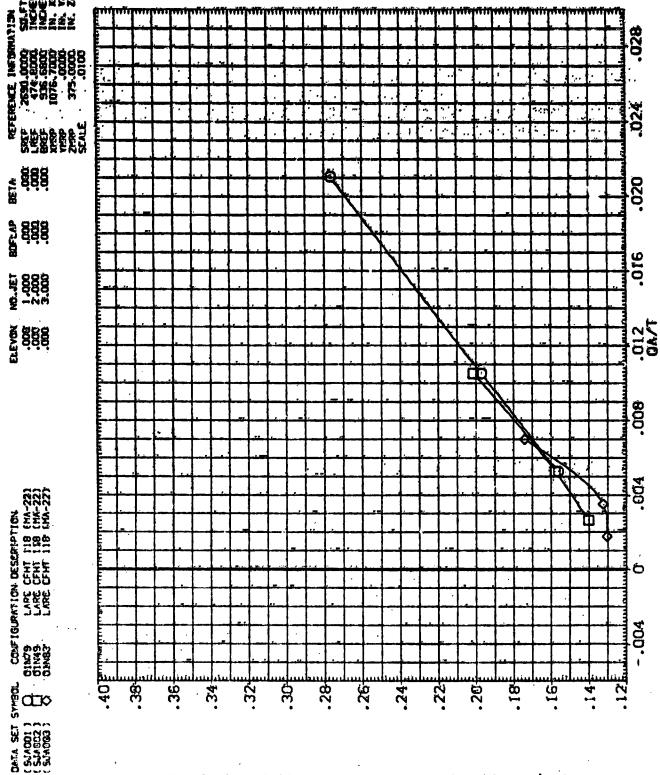
FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79, N49, N83 4.00 (G) ALPHA =

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FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS. N79.N49.N83

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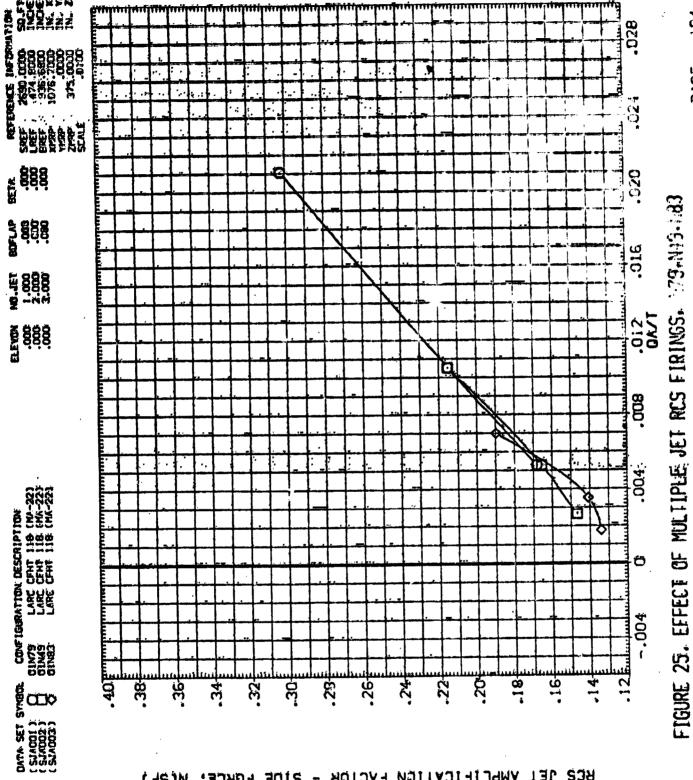
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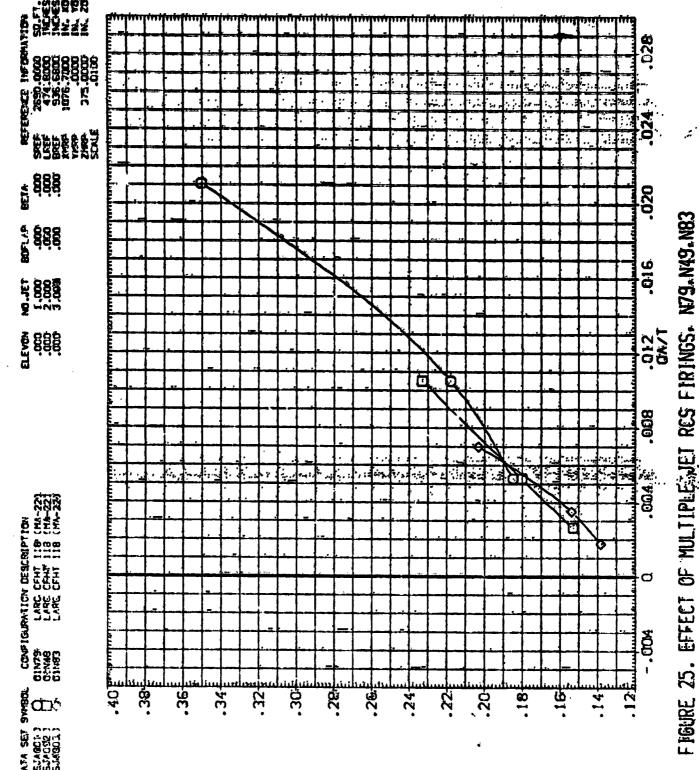
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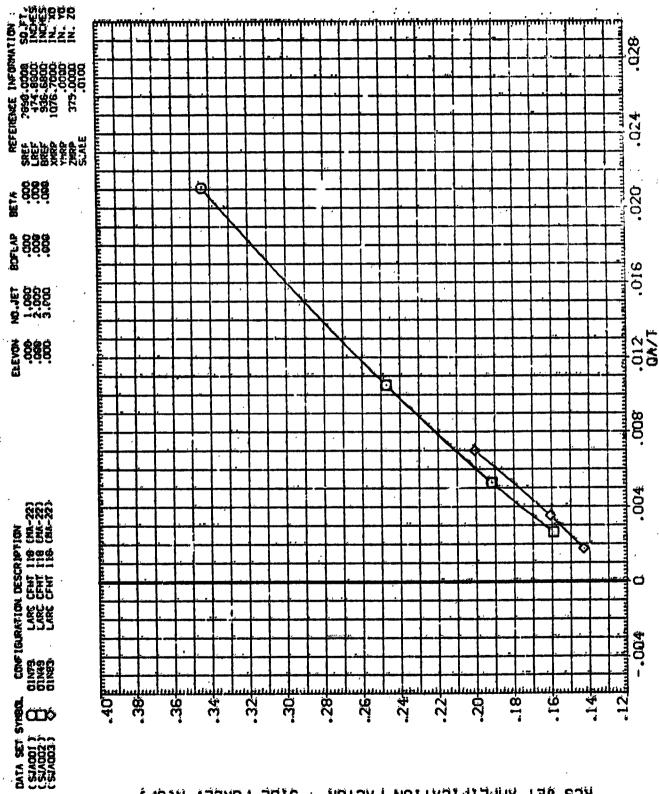
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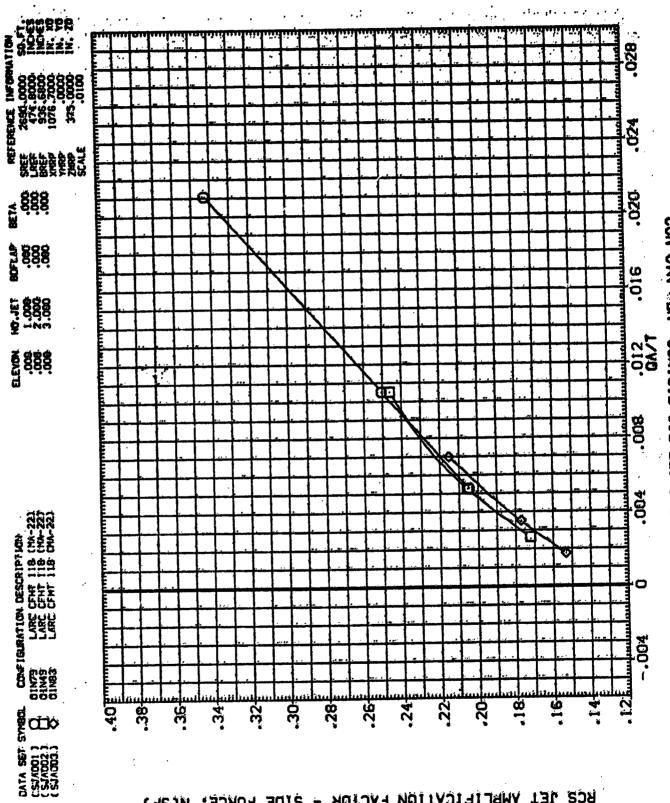
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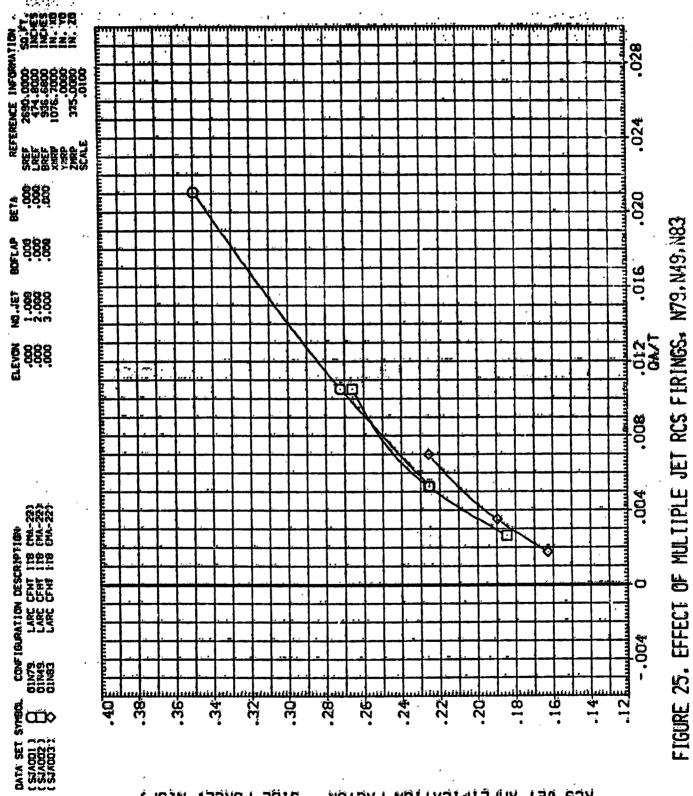
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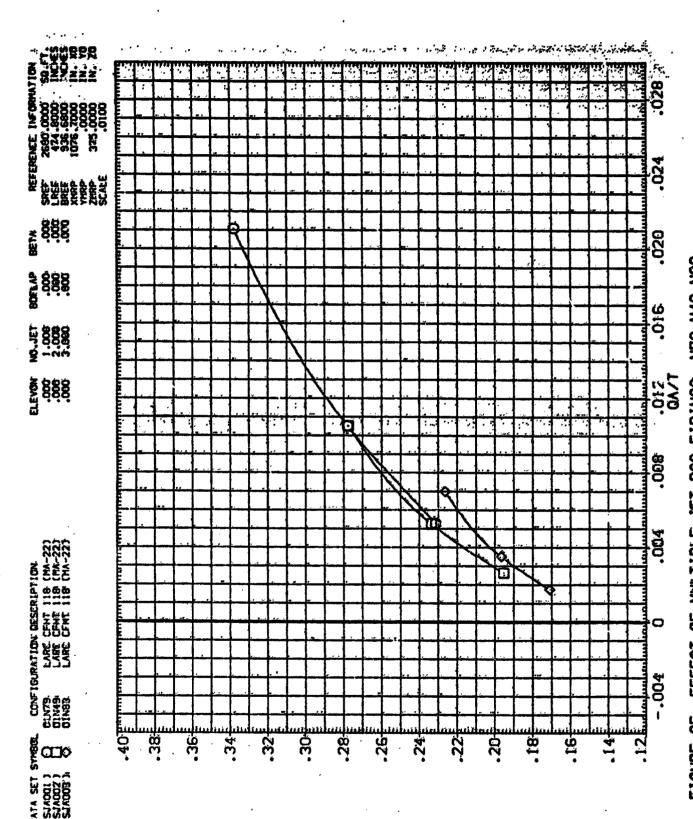
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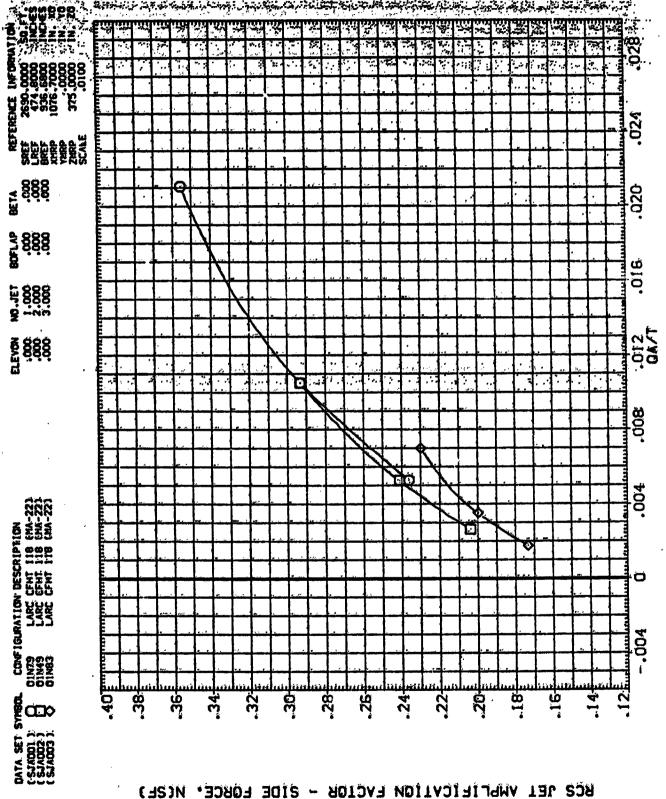
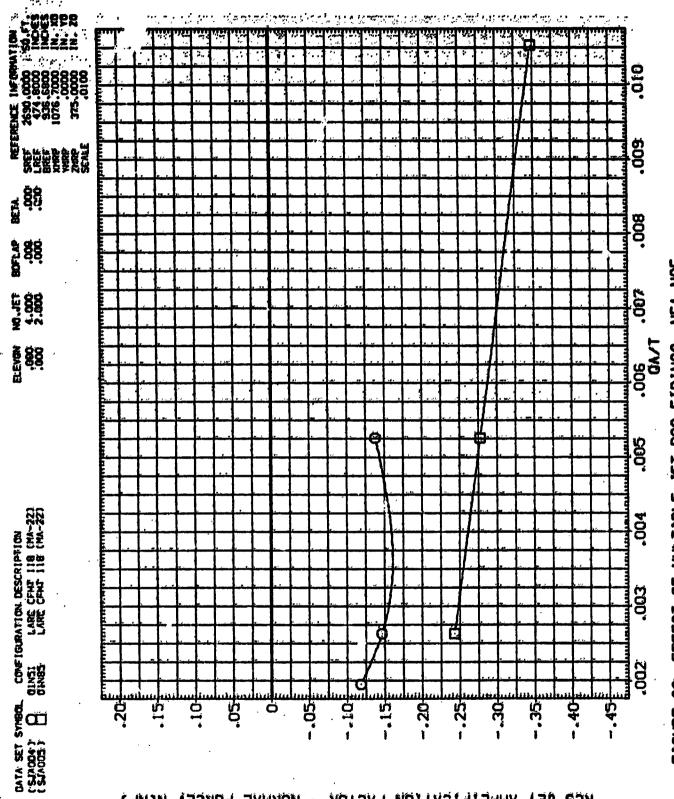


FIGURE 25. EFFECT OF MULTIPLE JET RCS FIRINGS, N79.N49,N83 35.00 (O)ALPHA =

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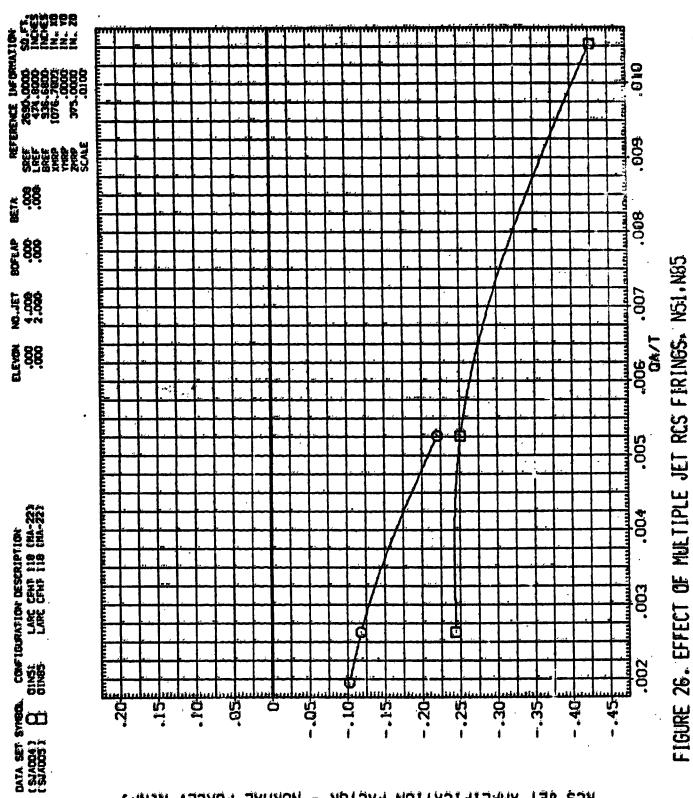
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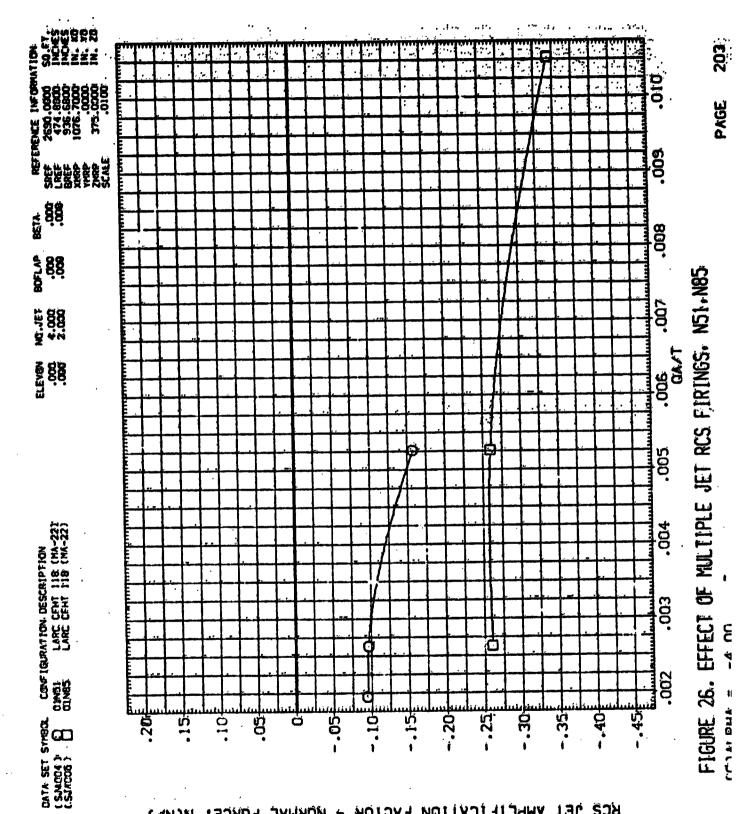
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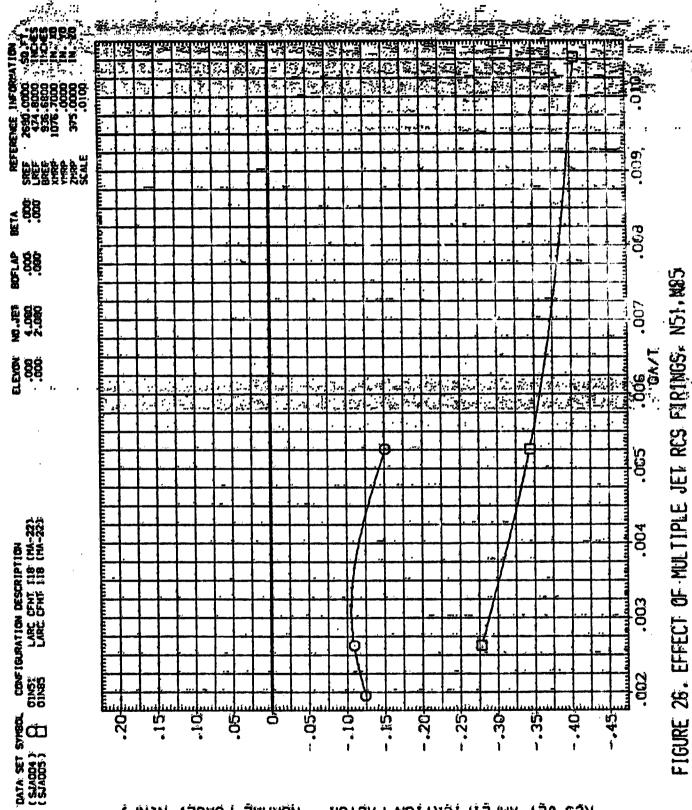
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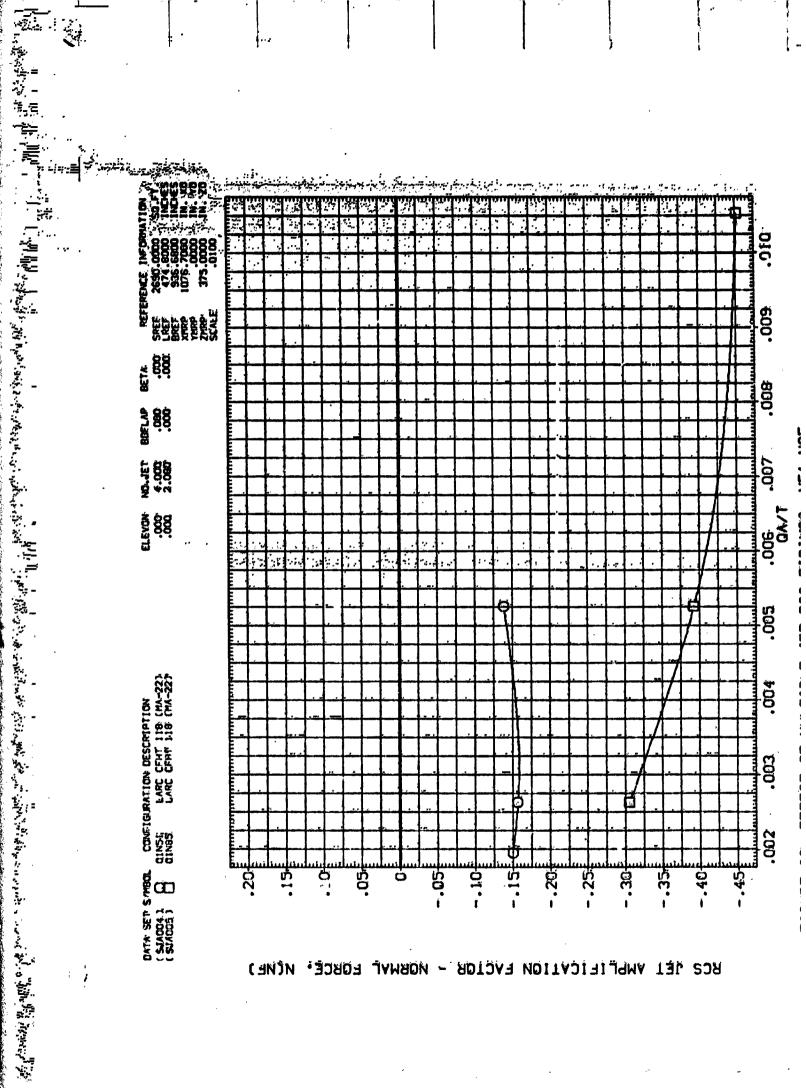
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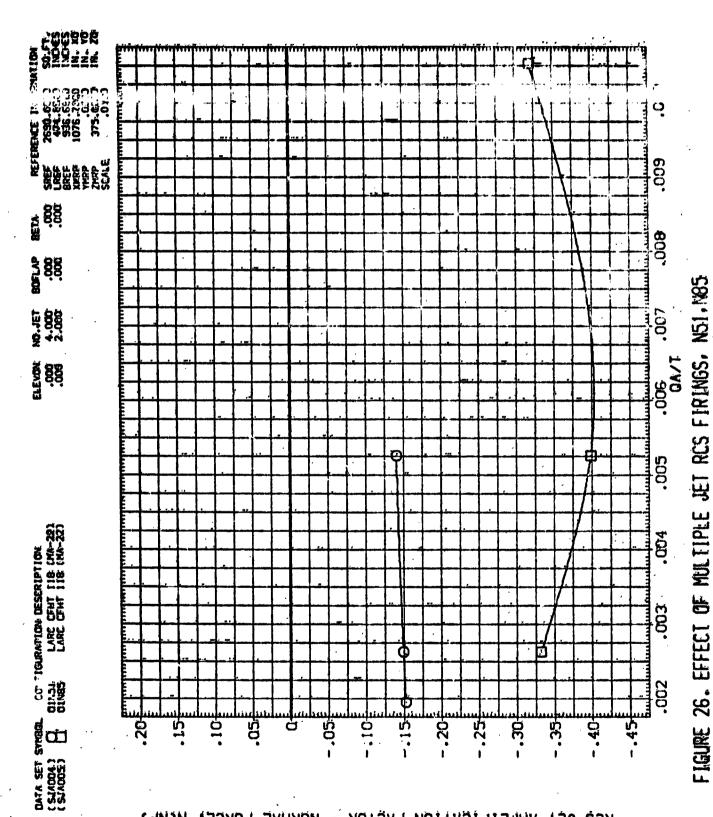
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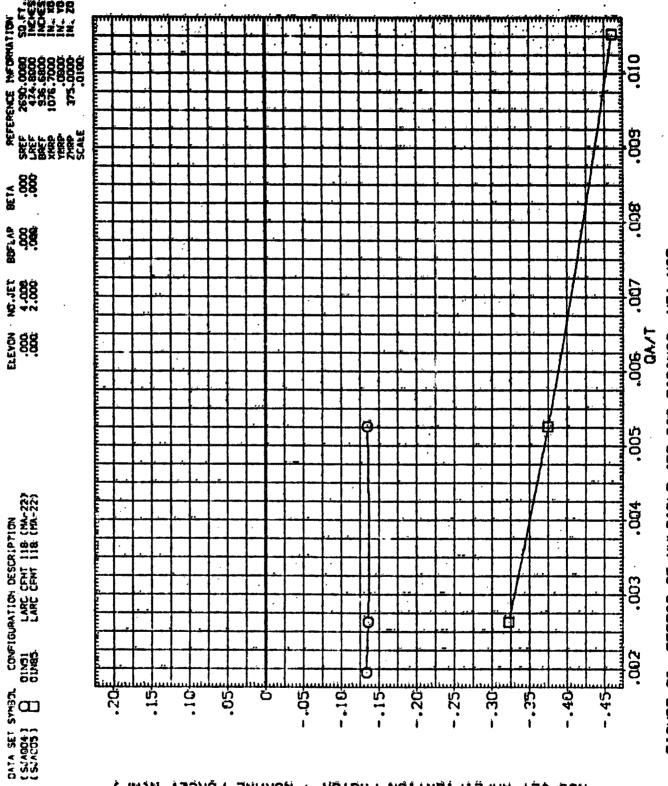
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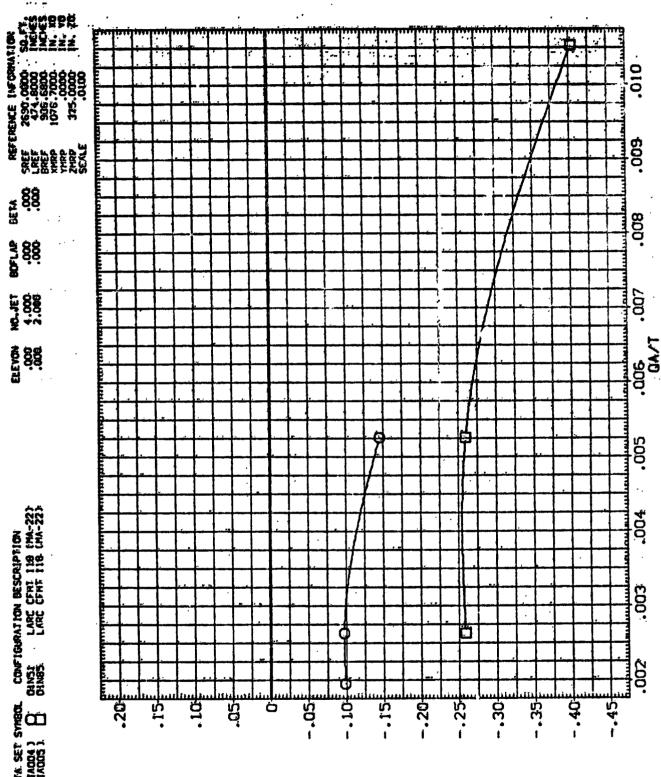
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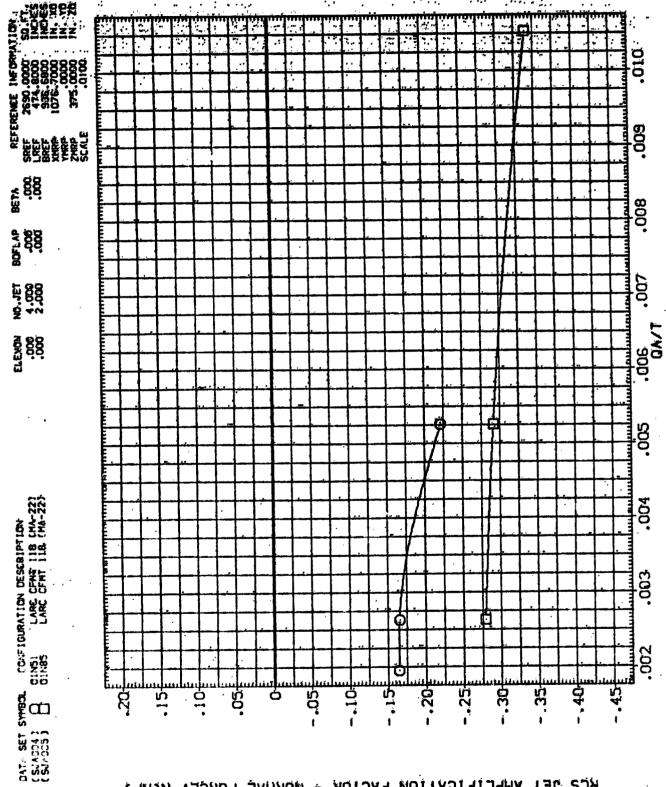


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FIGURE 26. EFFECT OF MULTIPLE JET RES FIRINGS, NSI,NBS 10.00 EJJALPHA =

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FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, N51, N85

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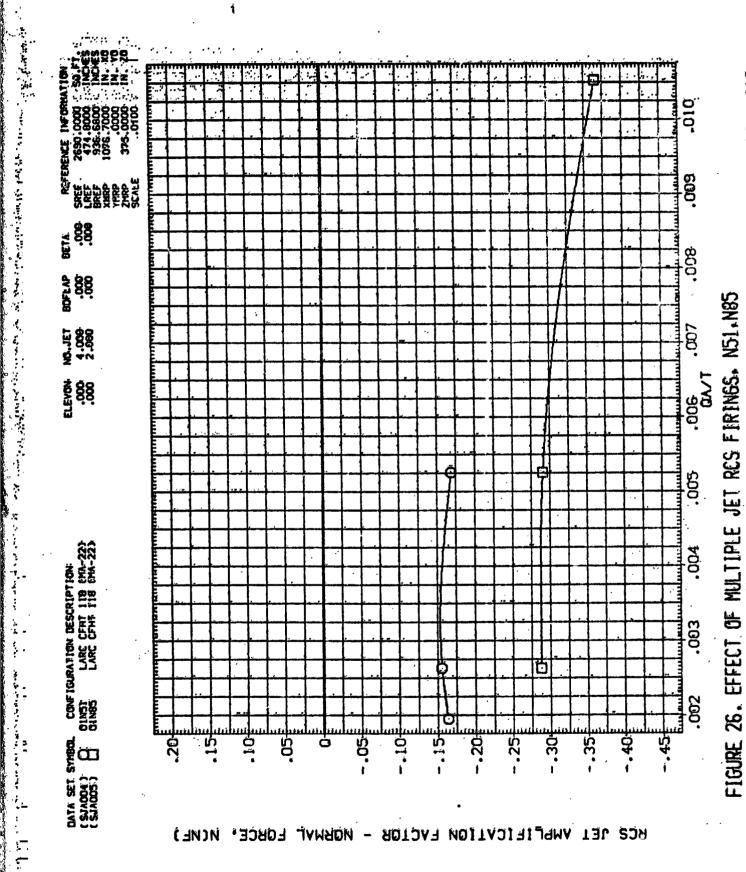


FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, N51, N85

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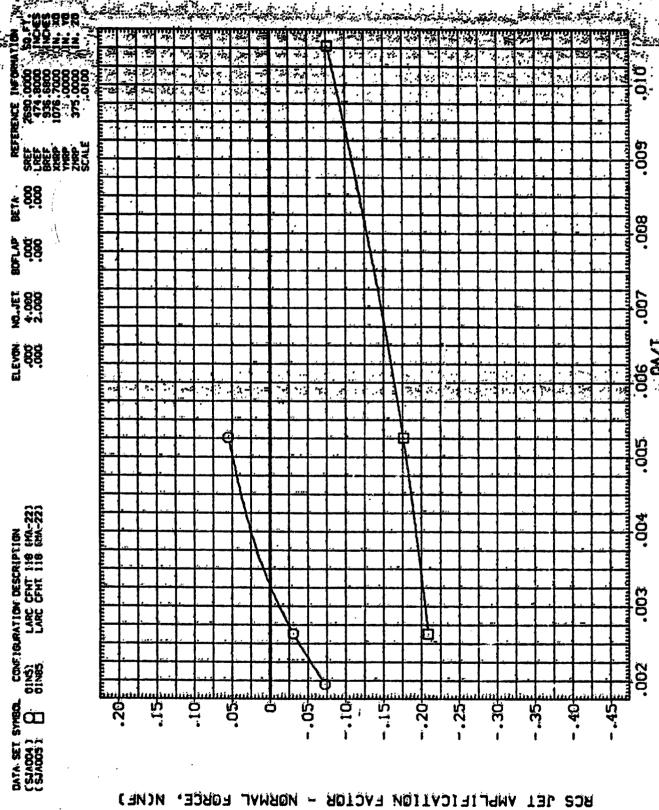


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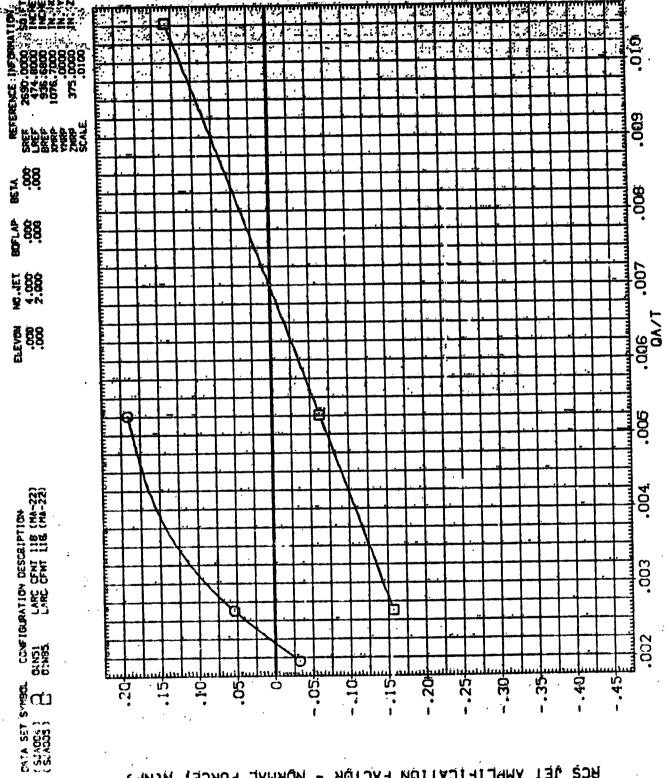


FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, N51, N85

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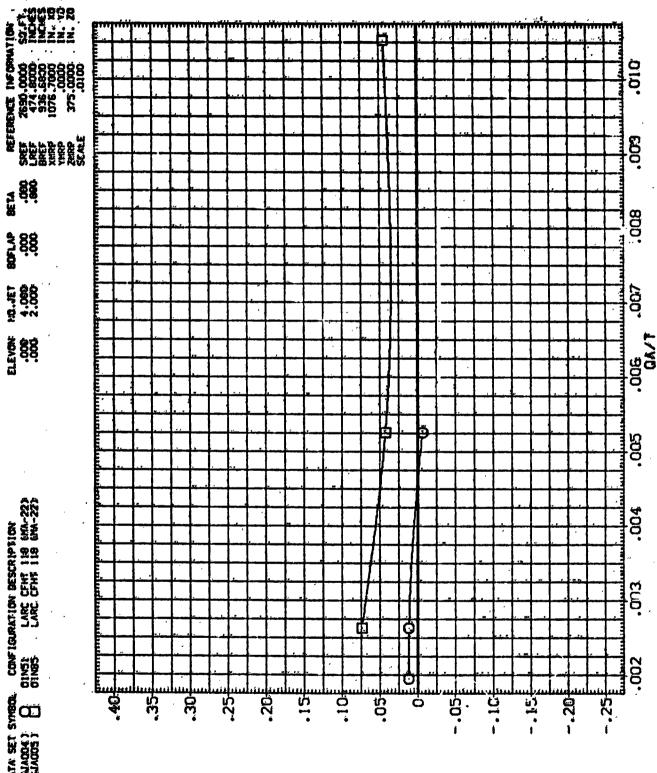
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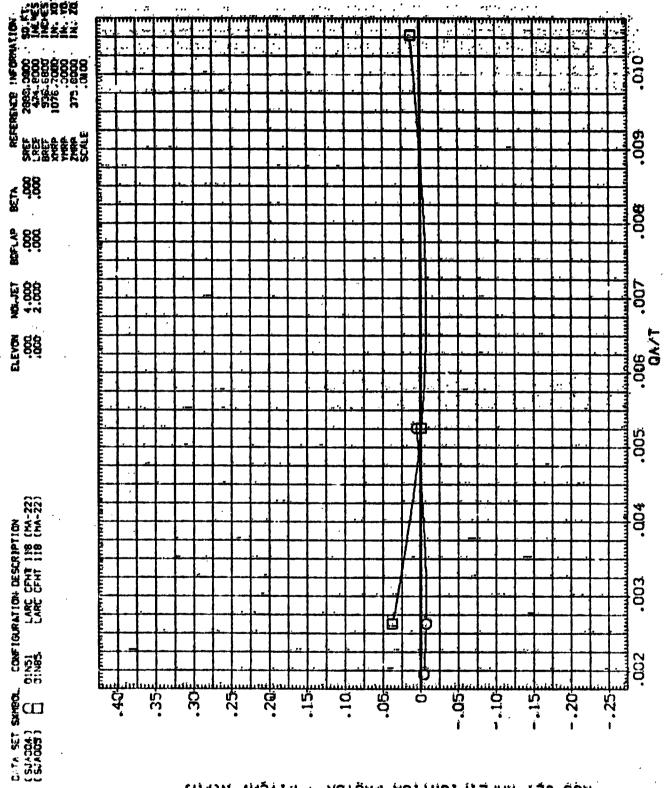
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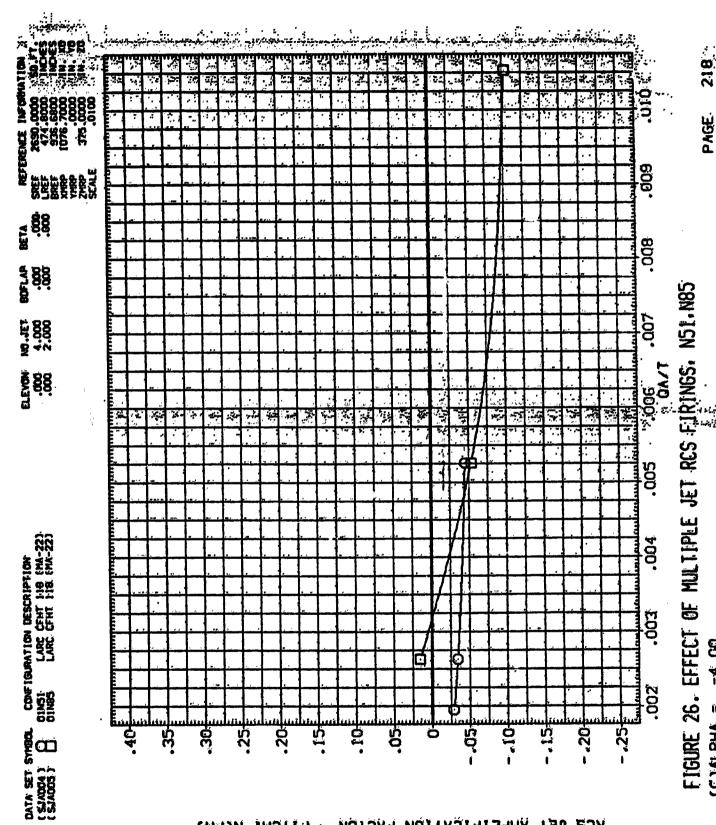
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FIGURE 25. EFFECT OF MULTIPLE JET RCS. FIRINGS. N51.N85

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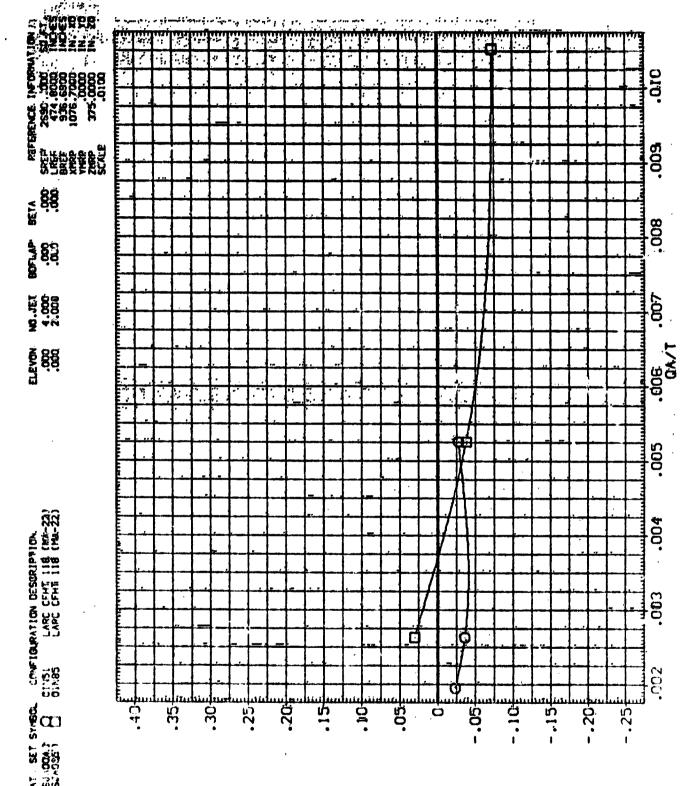
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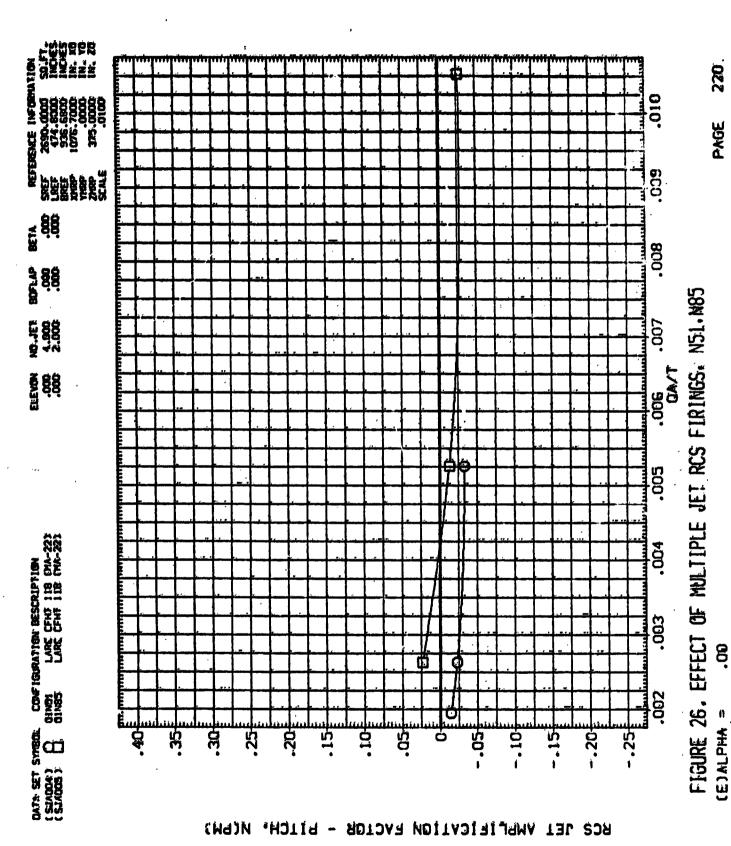


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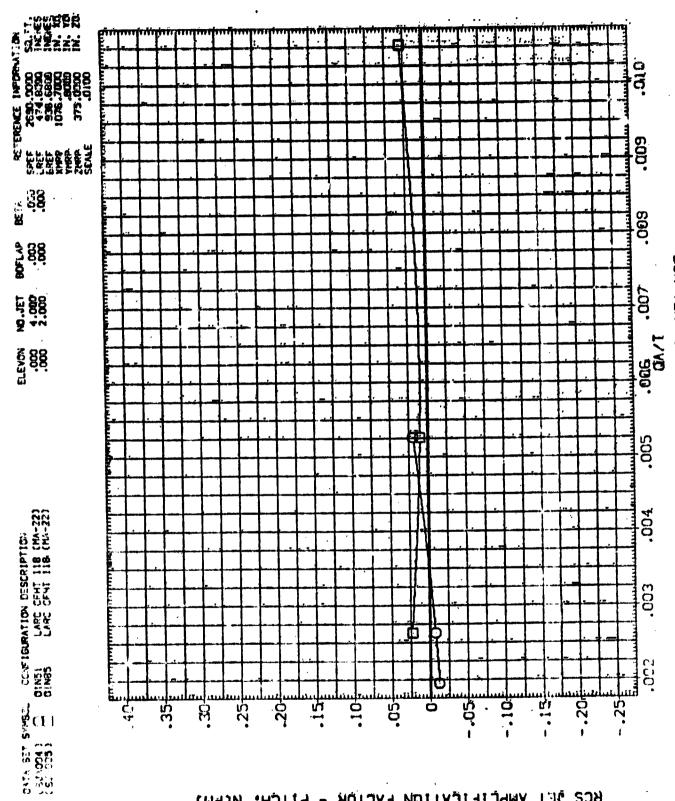
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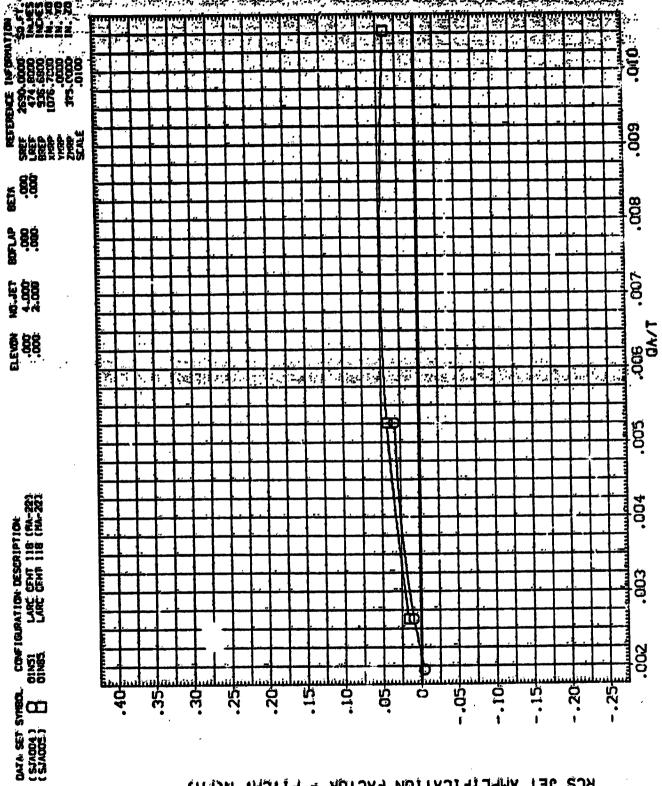
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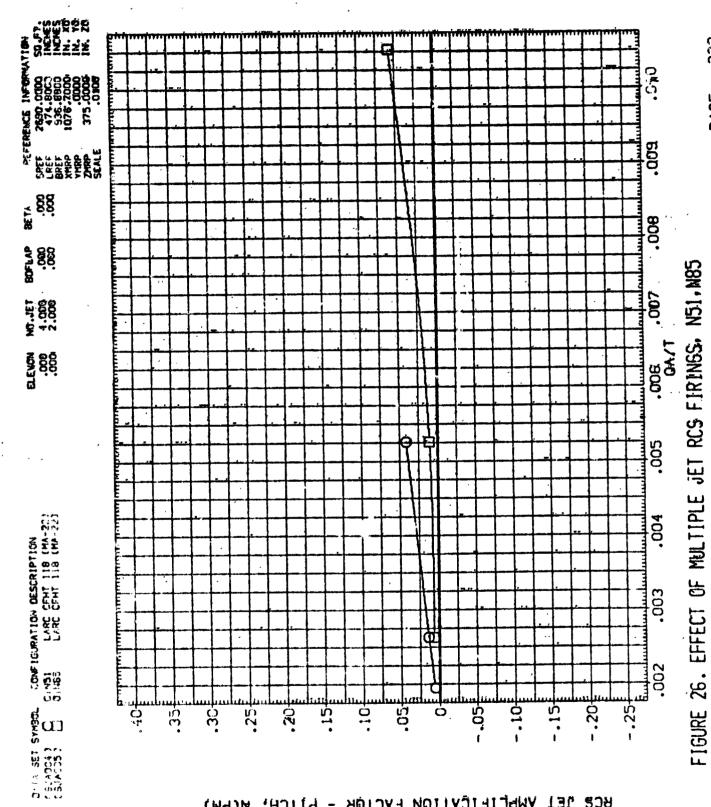


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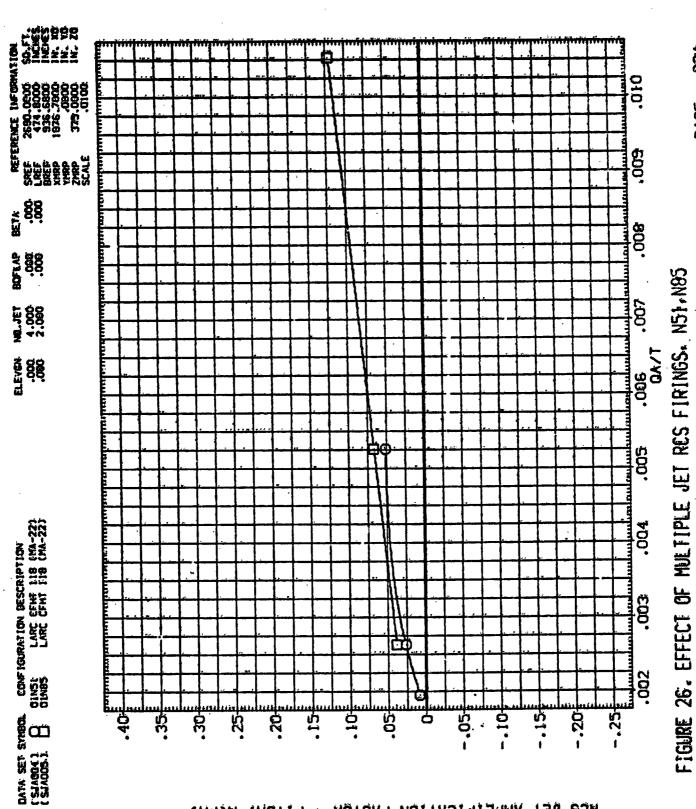
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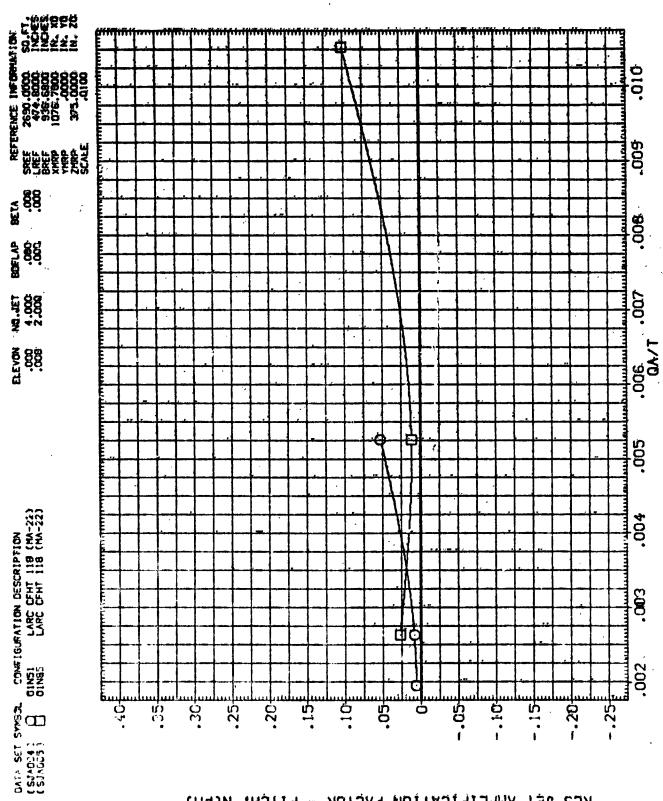
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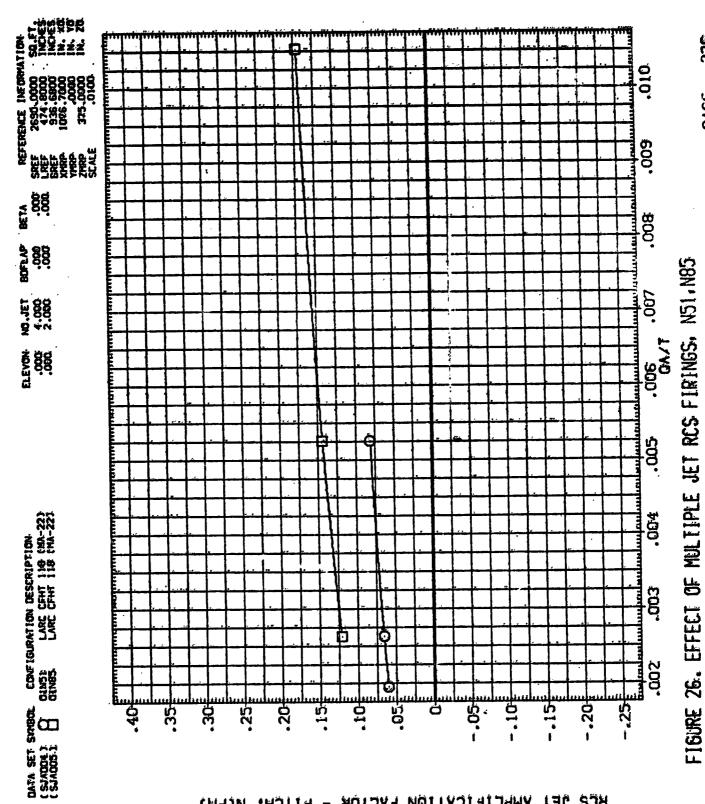
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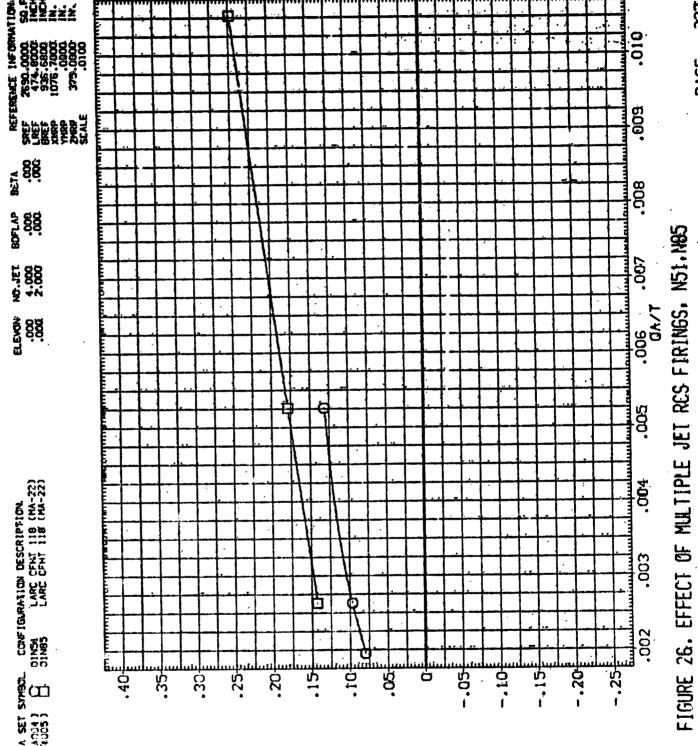
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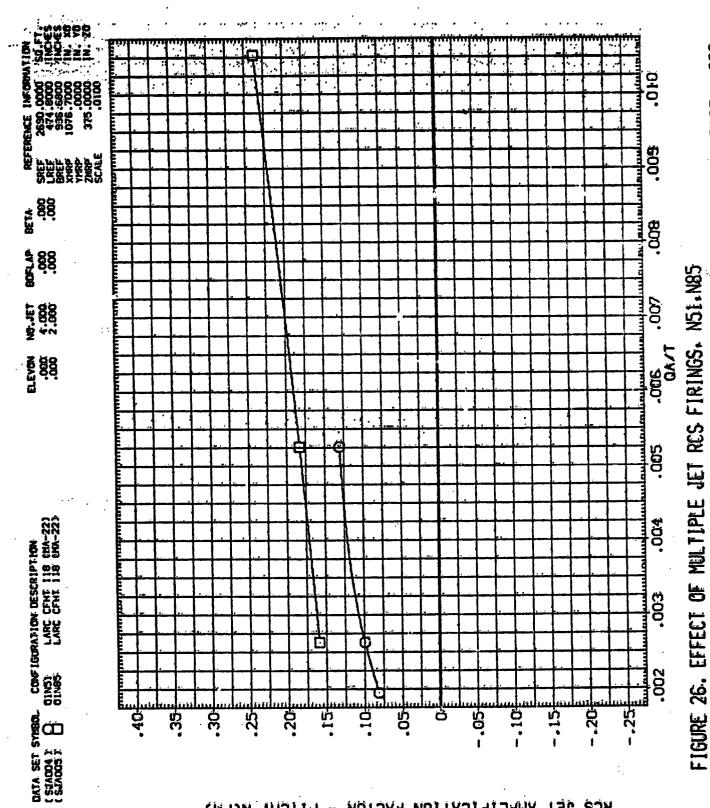


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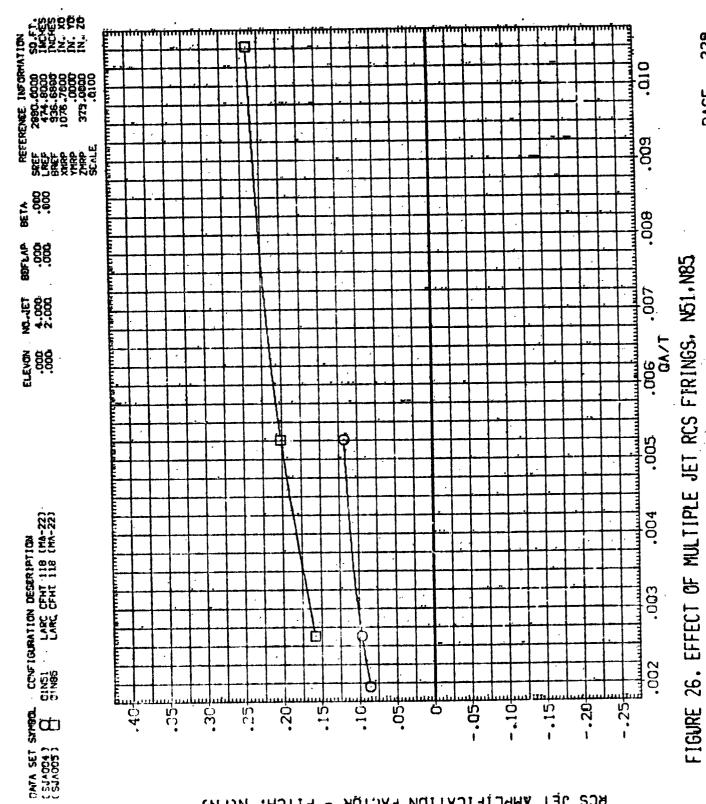


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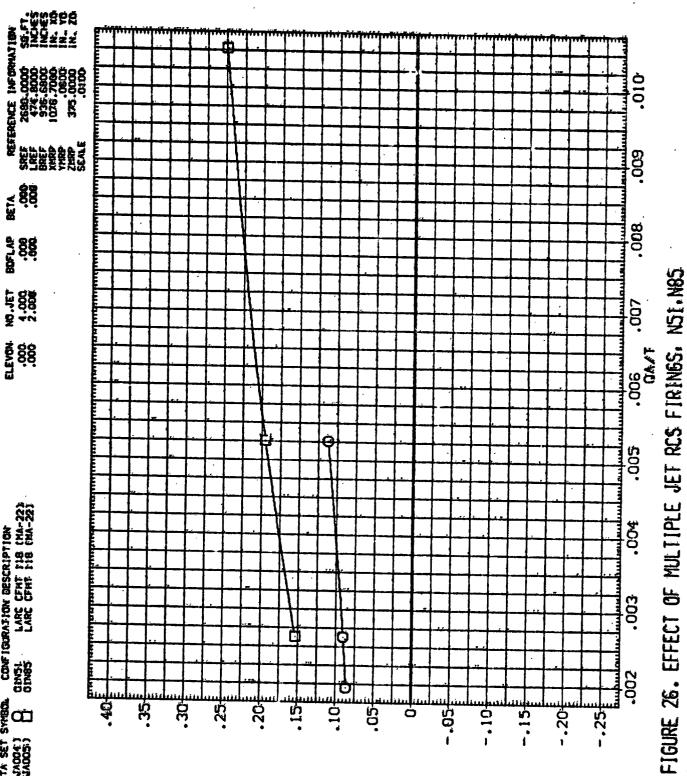


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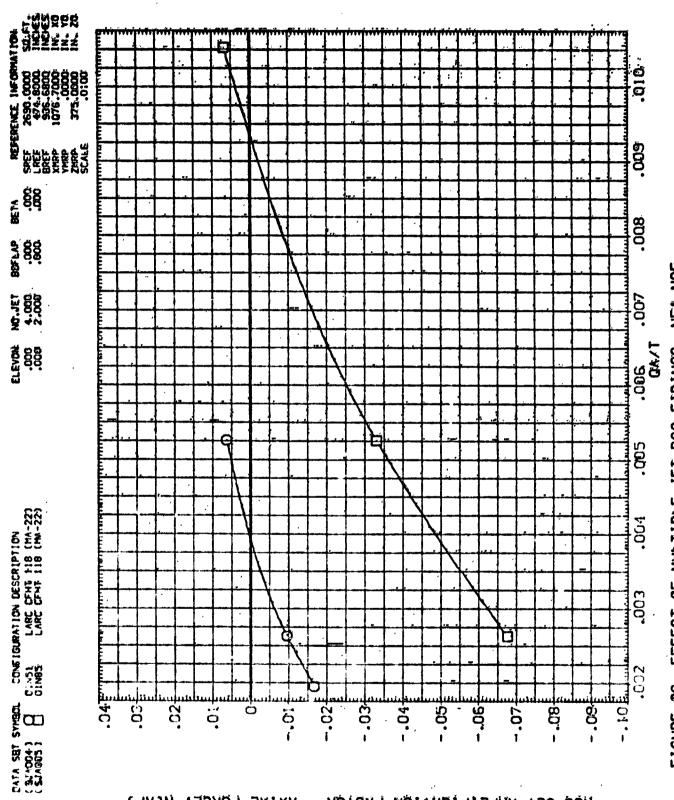
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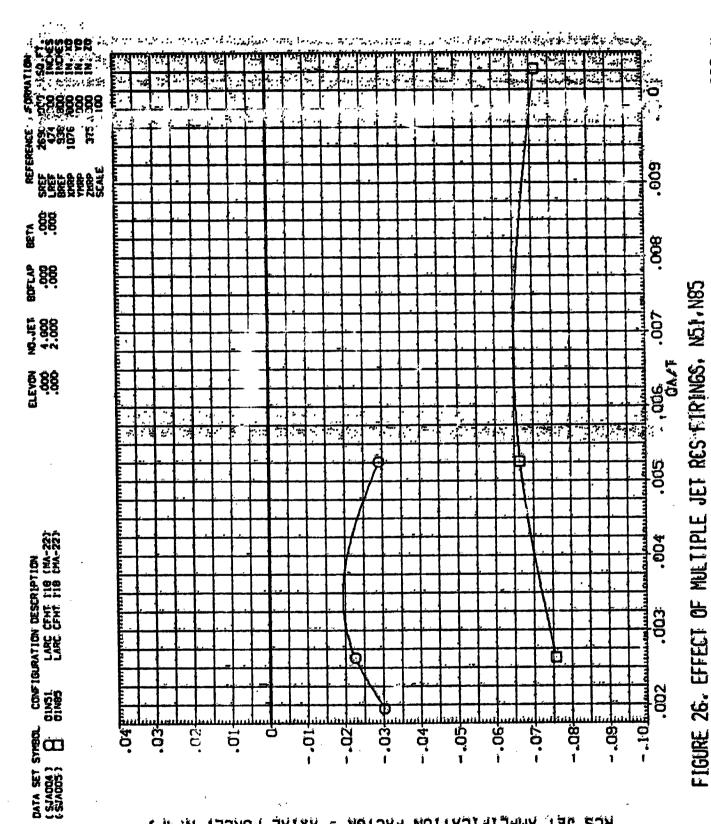


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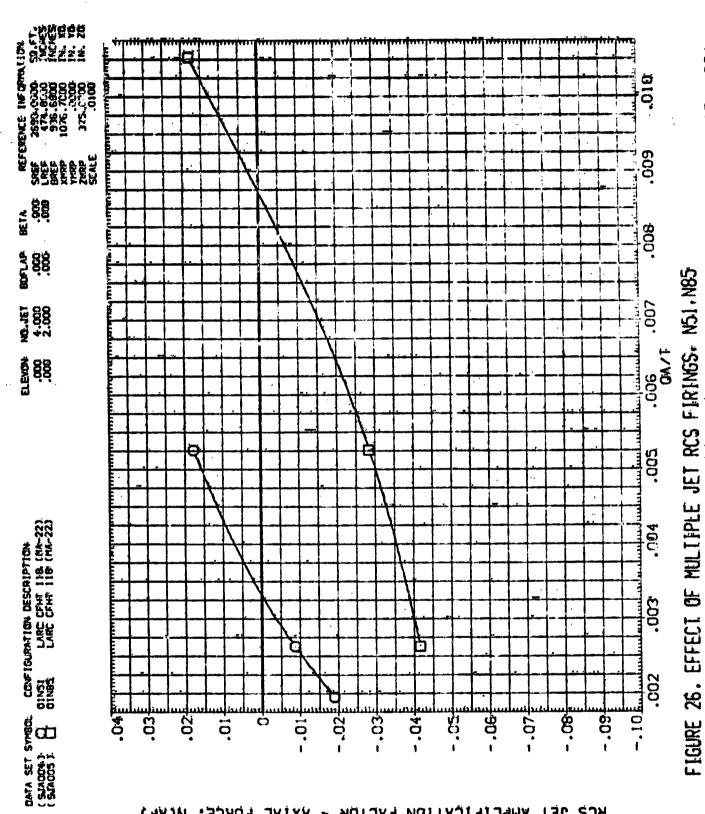
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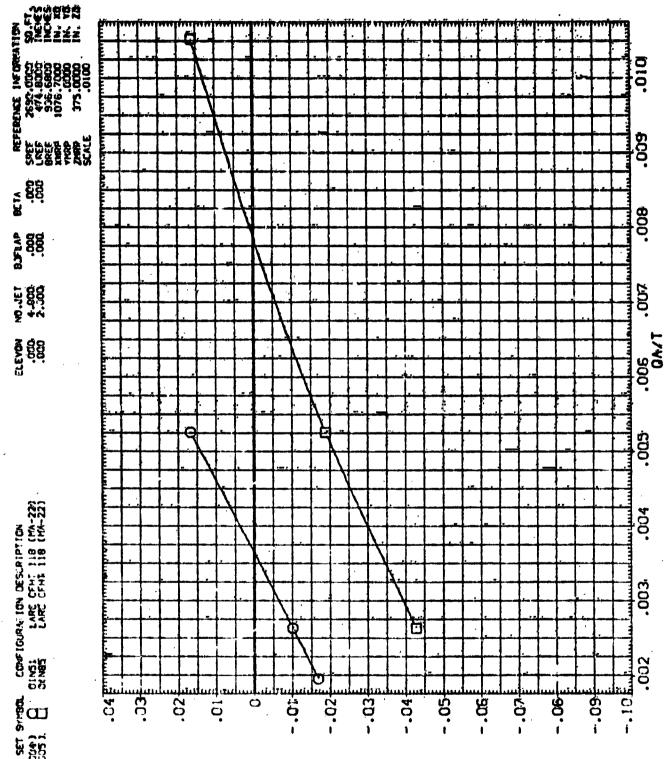


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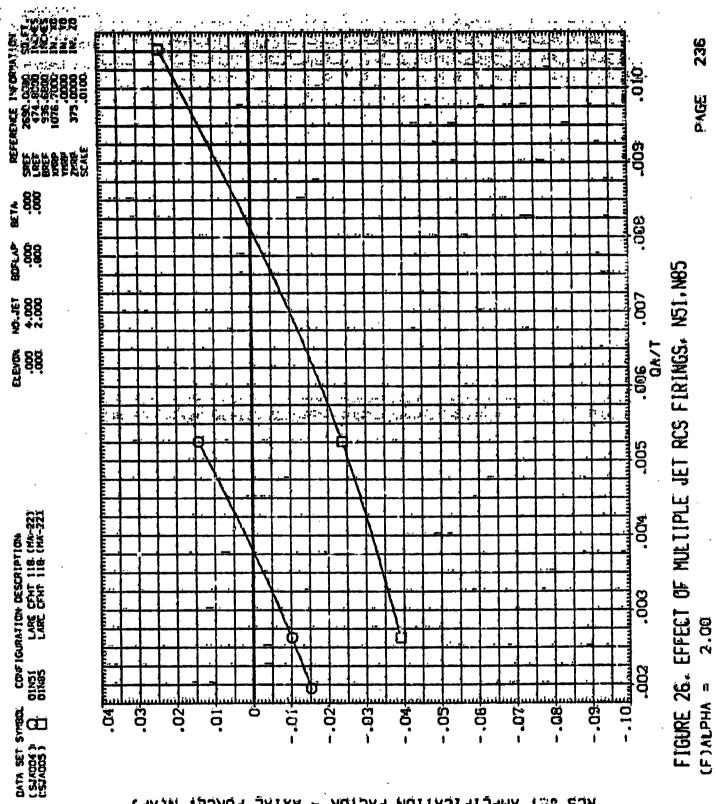
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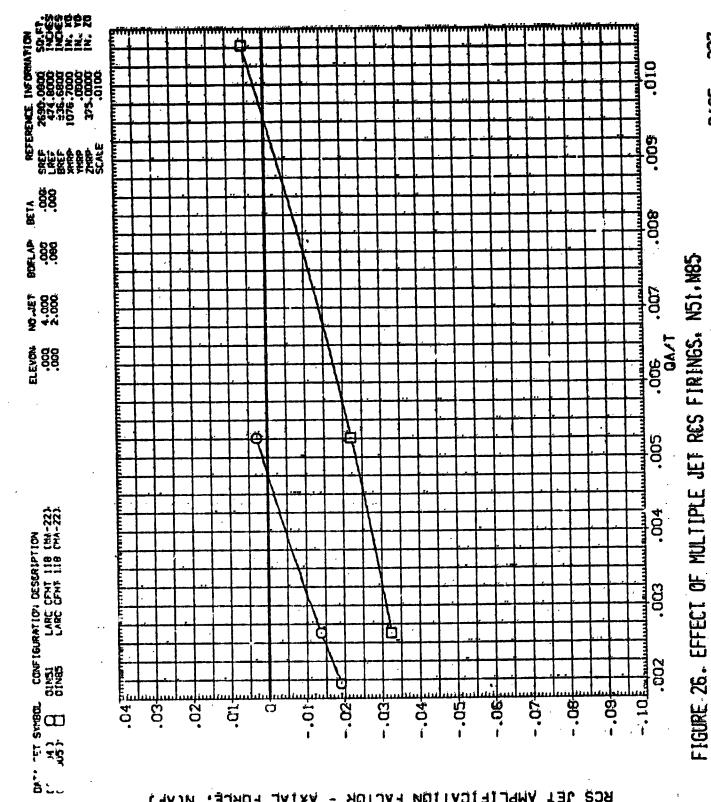
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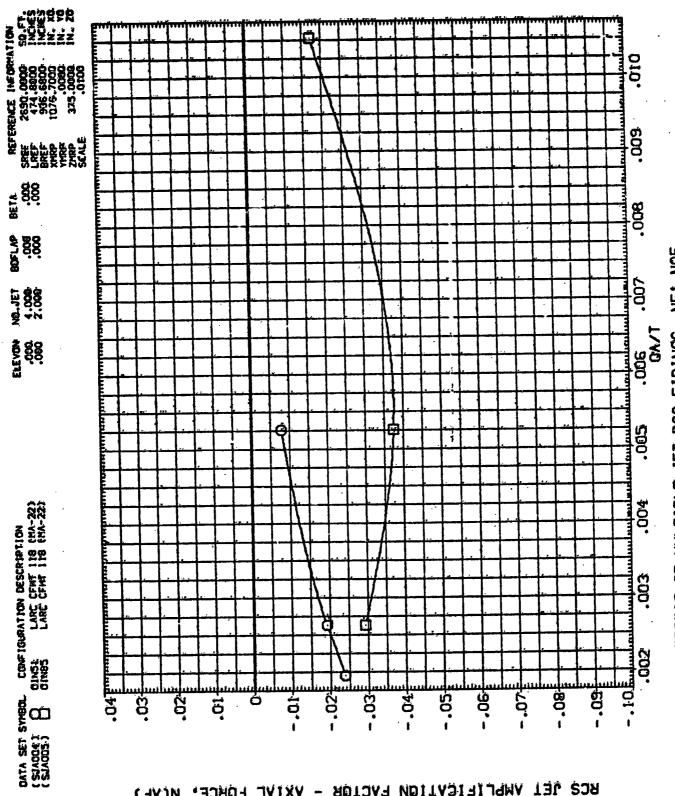
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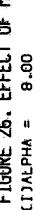
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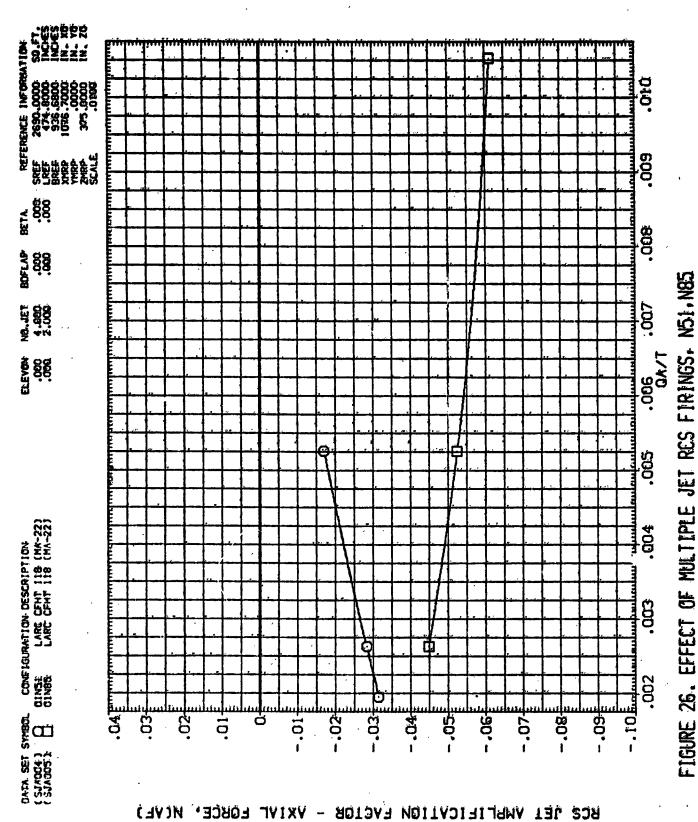


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FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, N51, N85 6.00 CHJALPHA =

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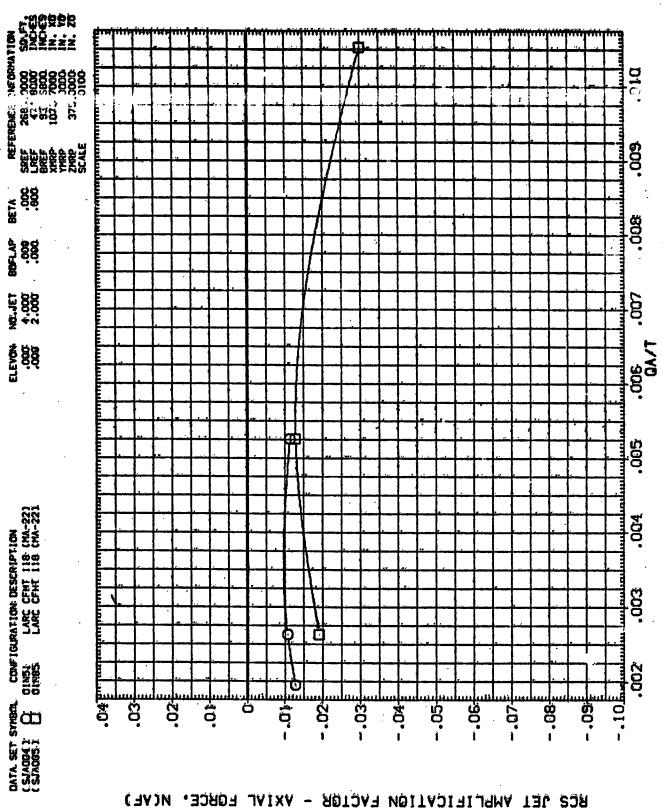
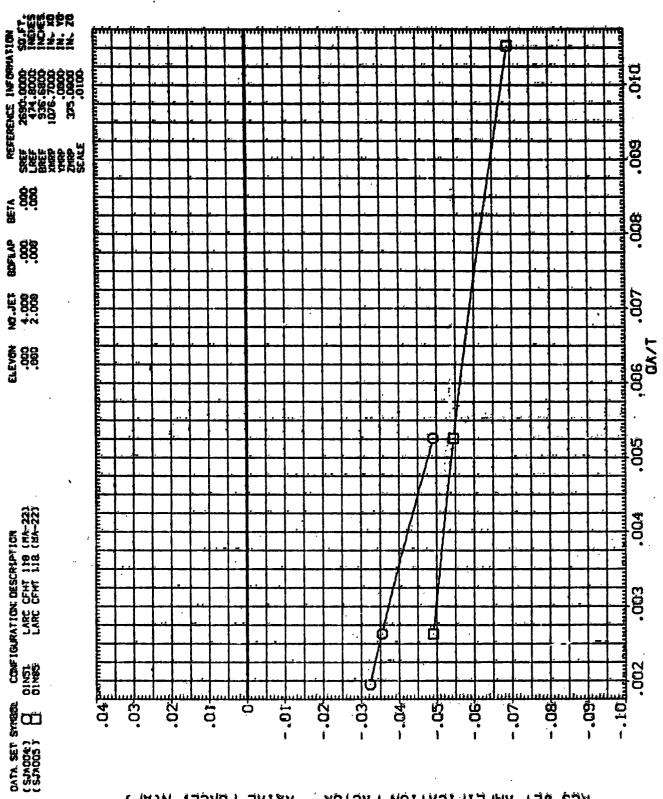


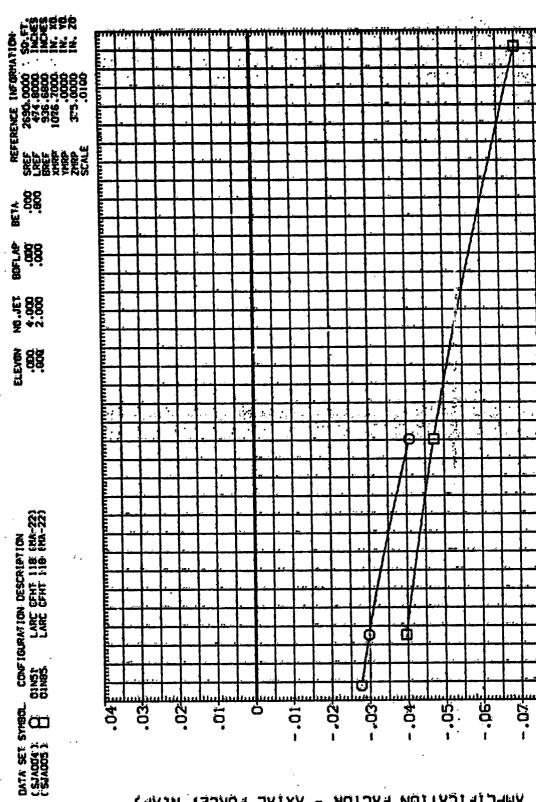
FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, N51.N85 10.00 (JINLPHA =

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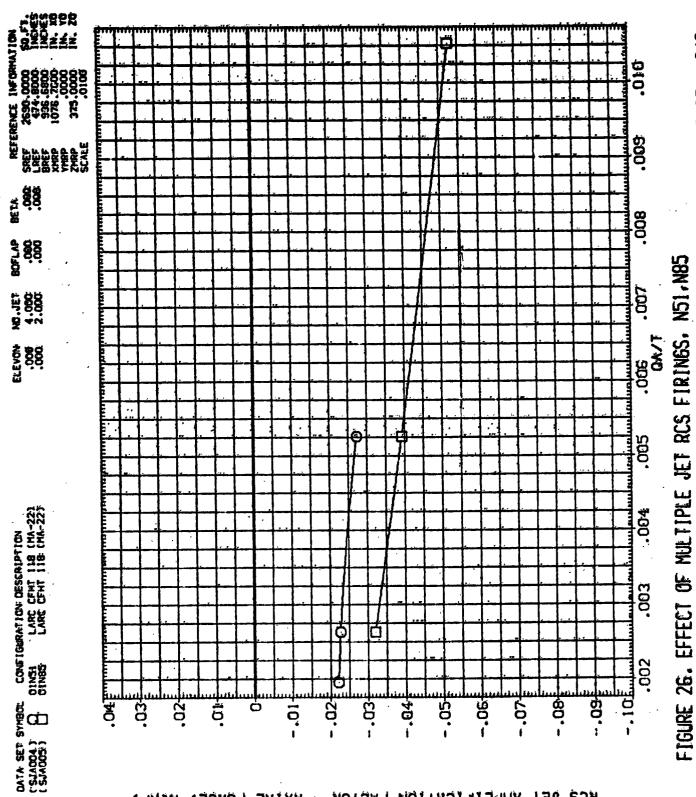
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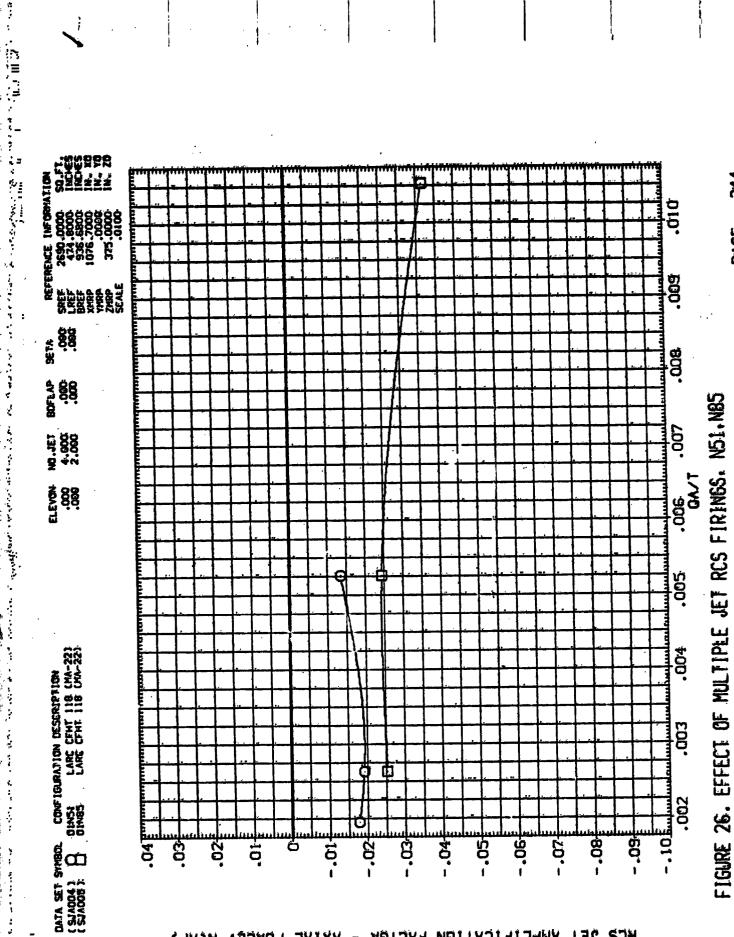
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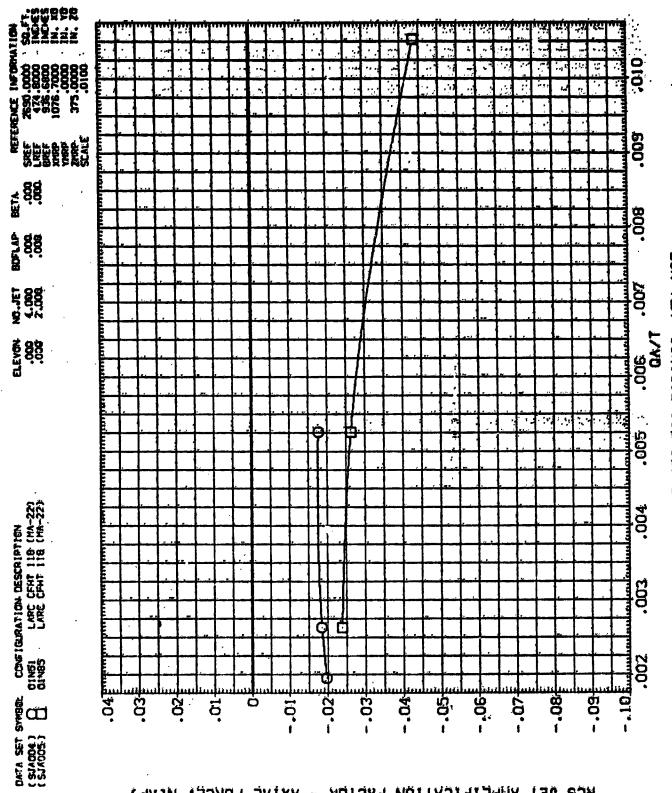
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FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, N51.N85



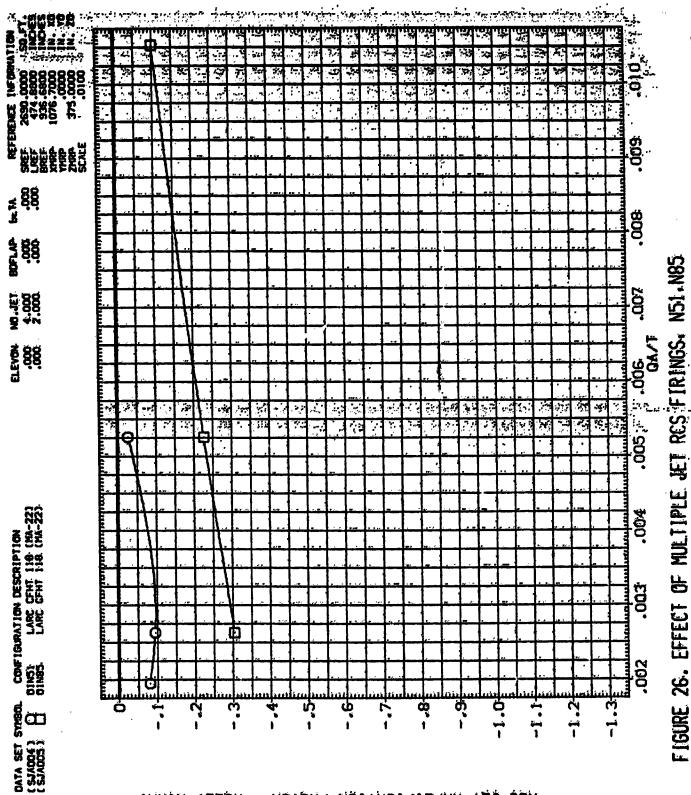
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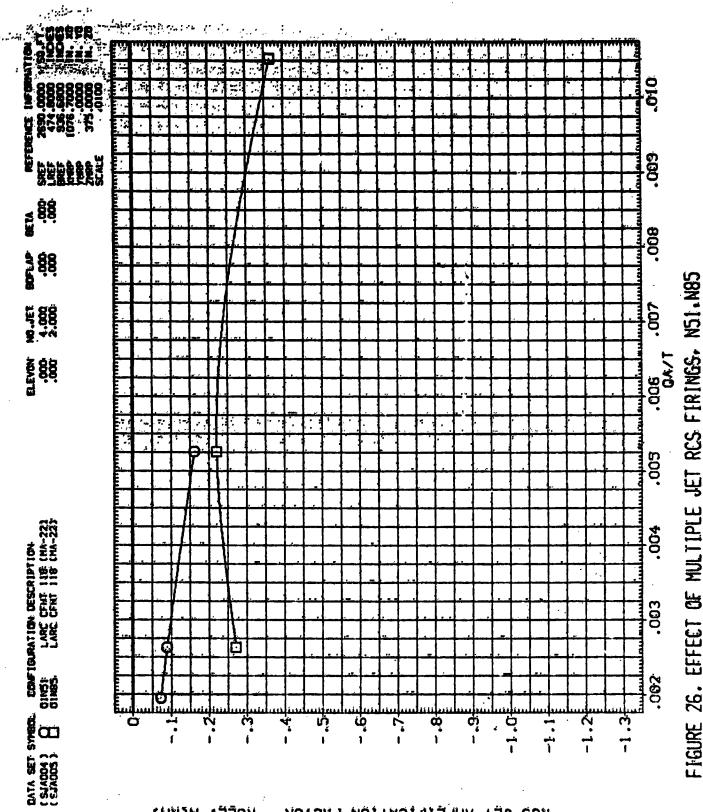


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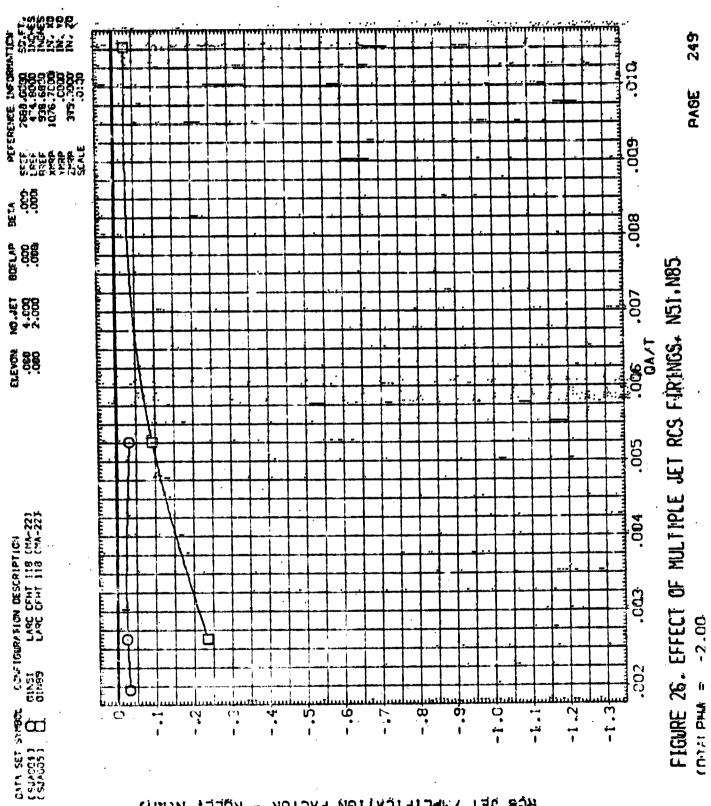
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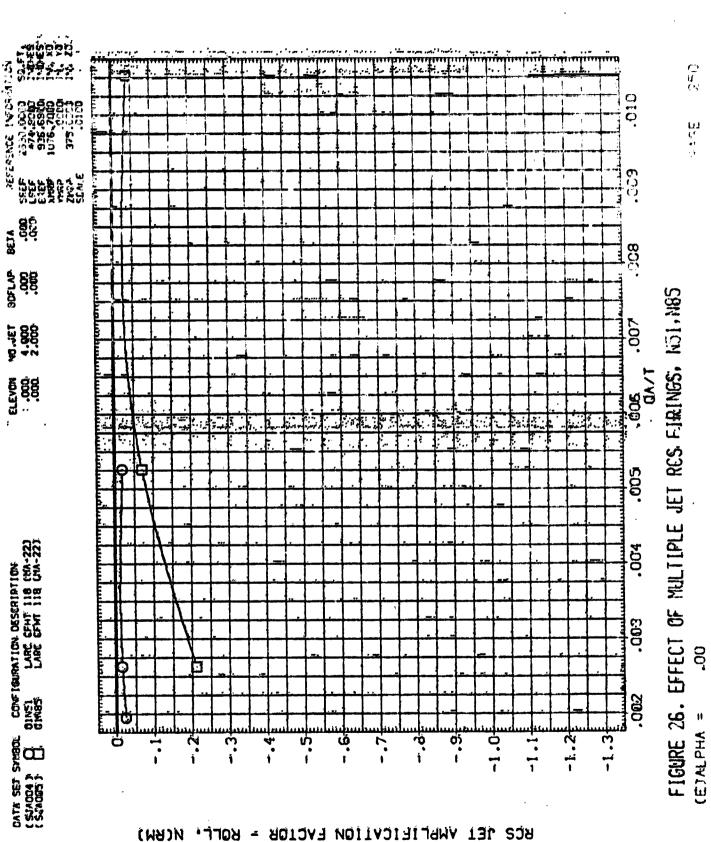
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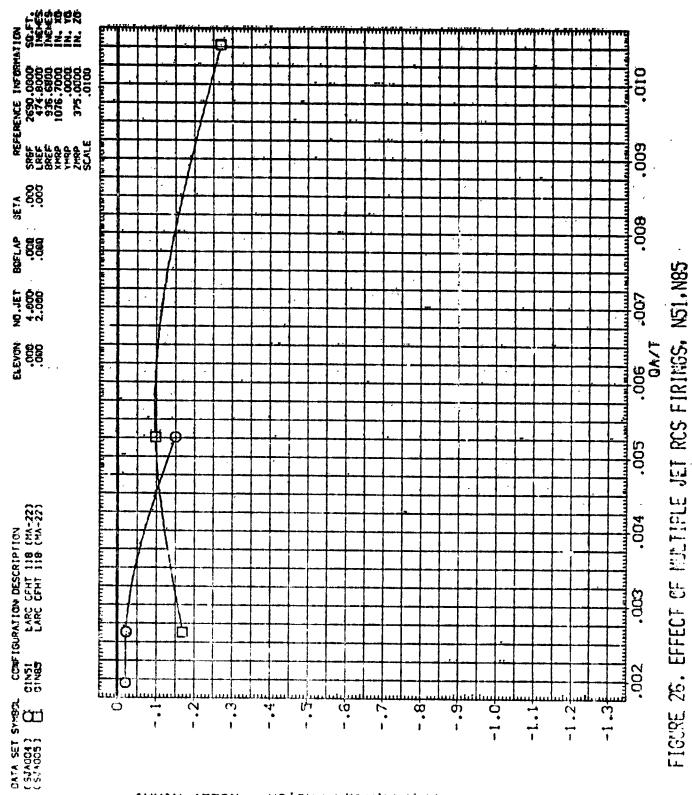
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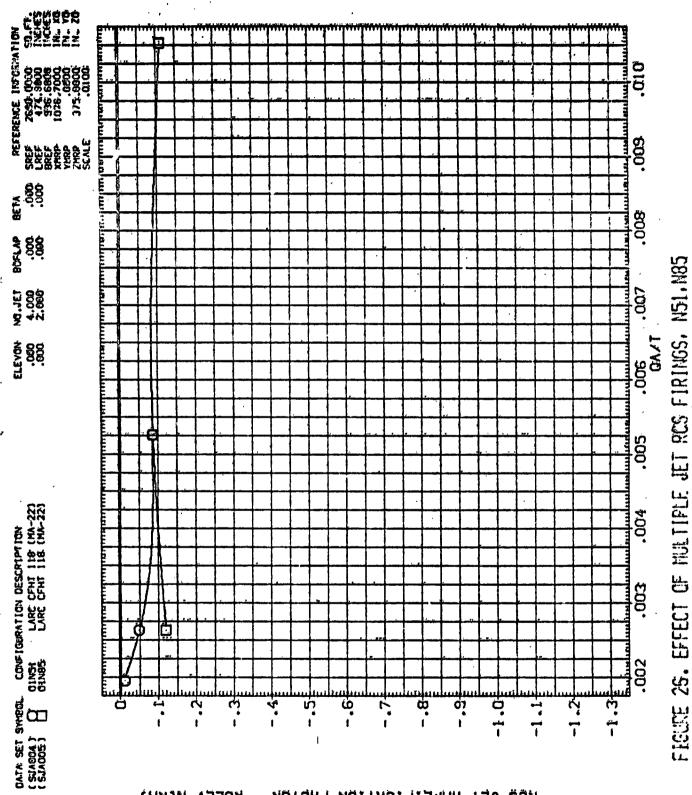


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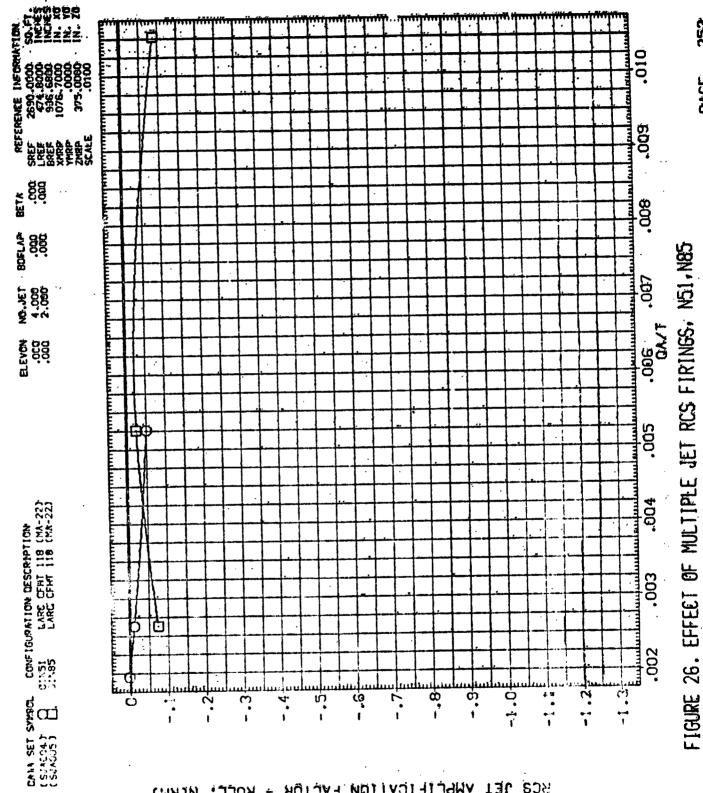
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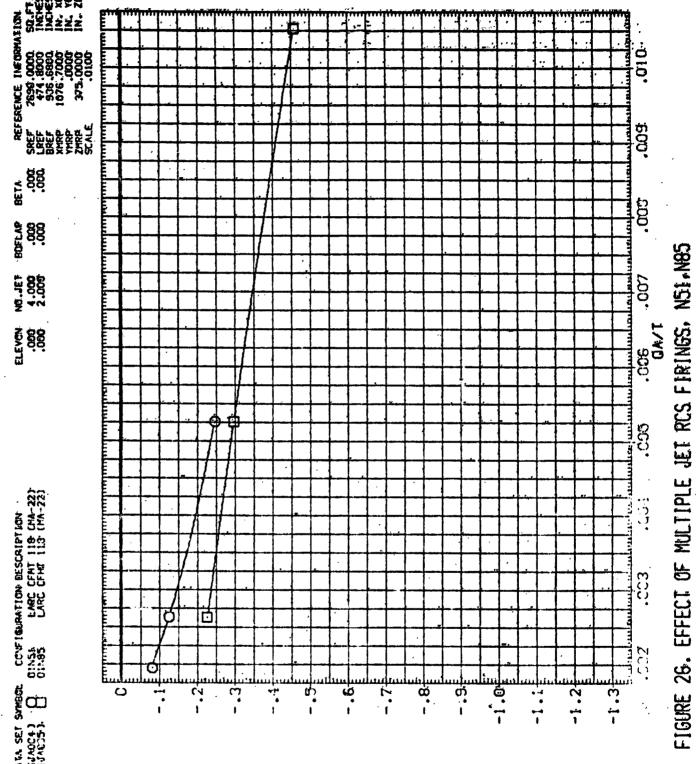
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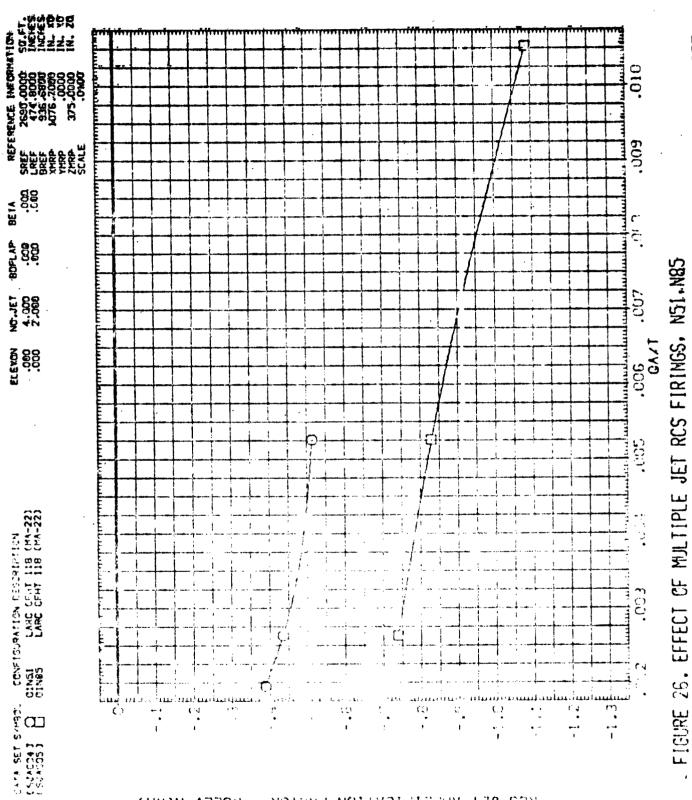
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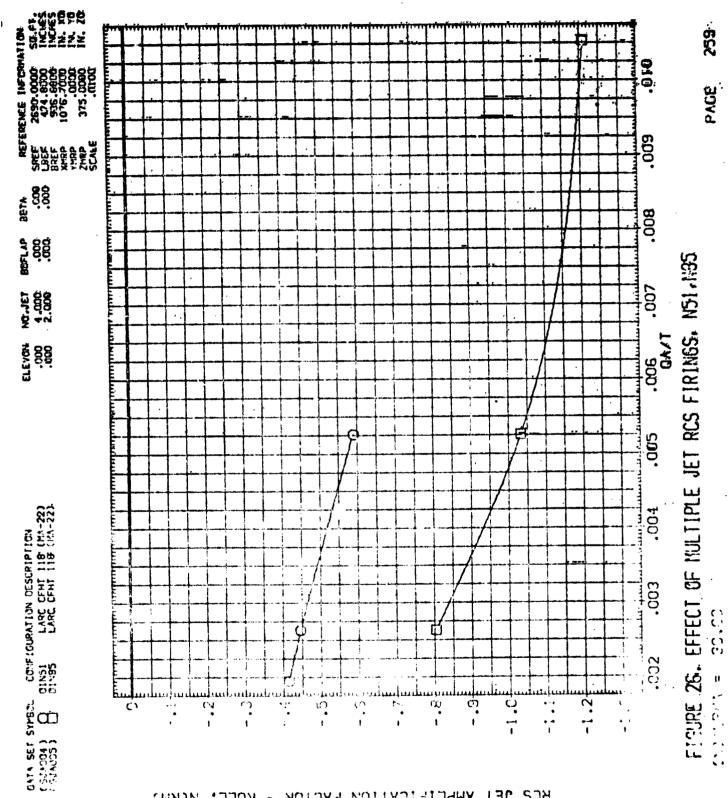
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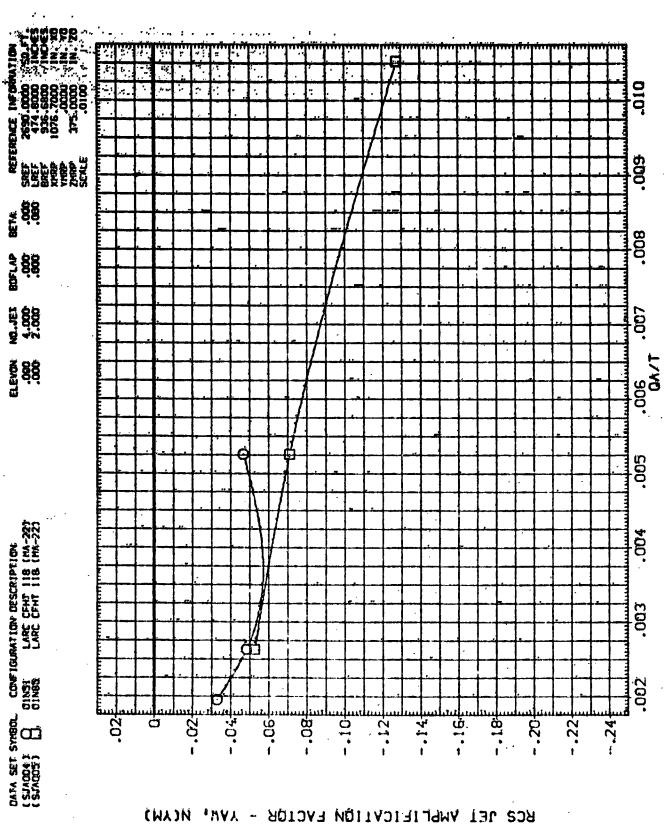
FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, NSI, NBS 35.00 (G) ALPHA =

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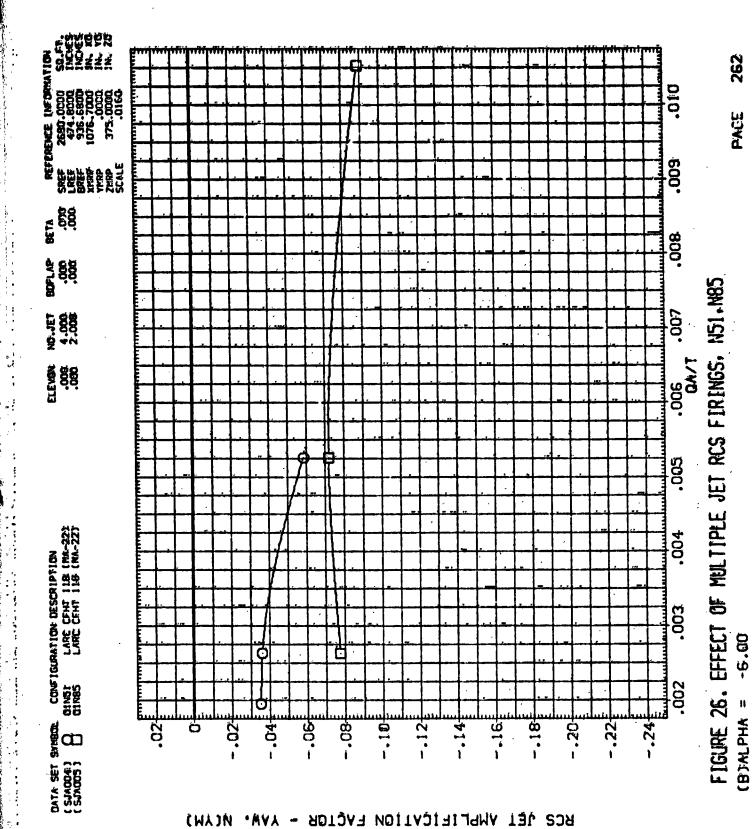


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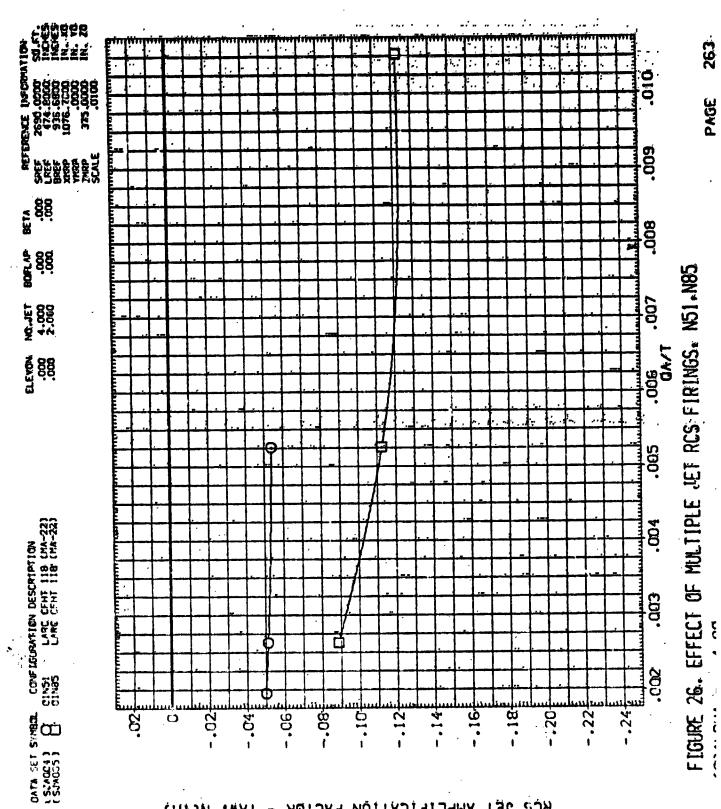
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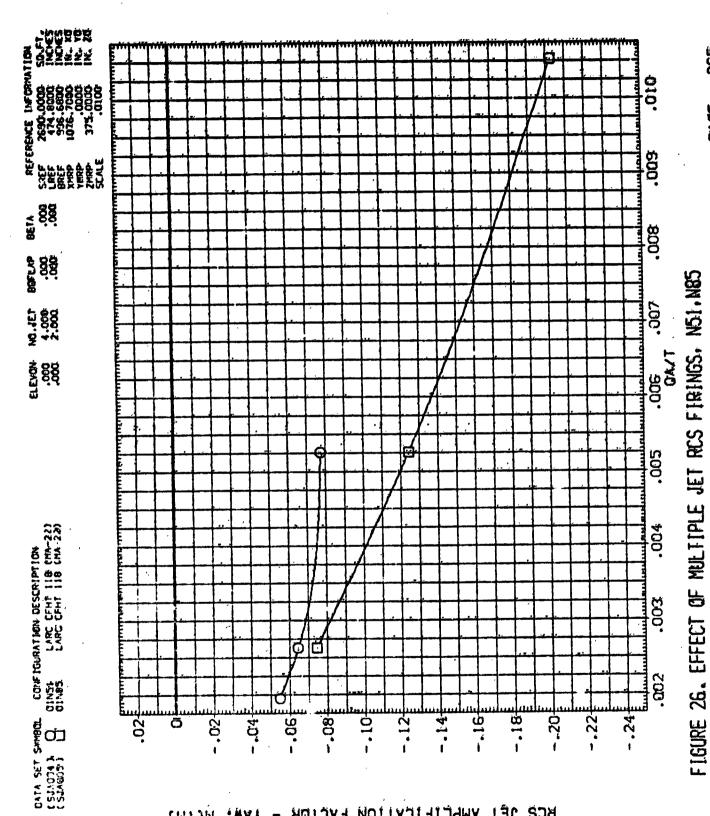
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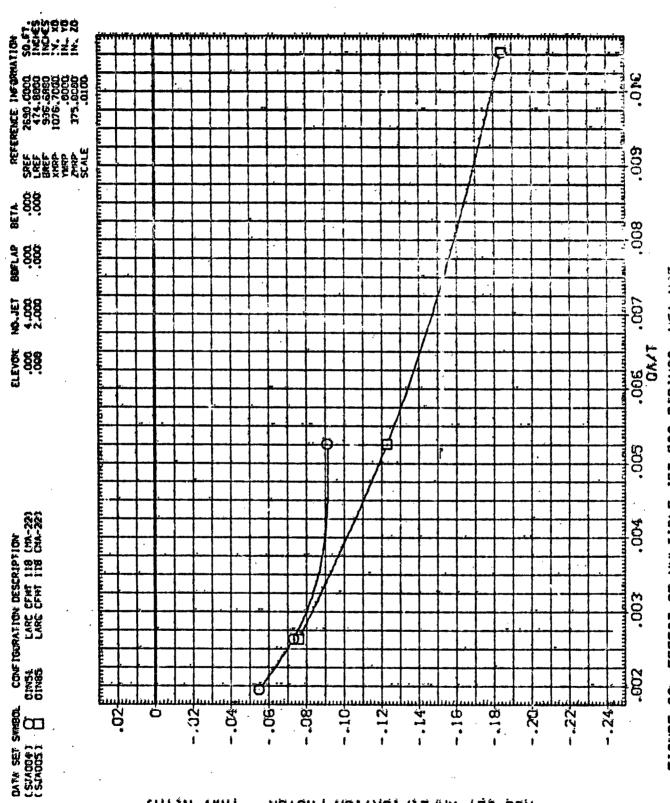
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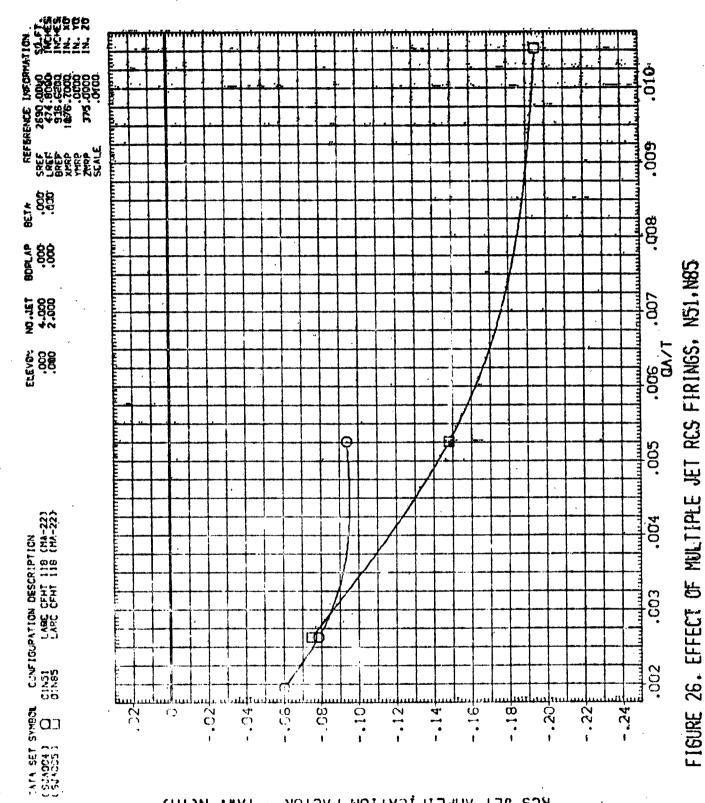
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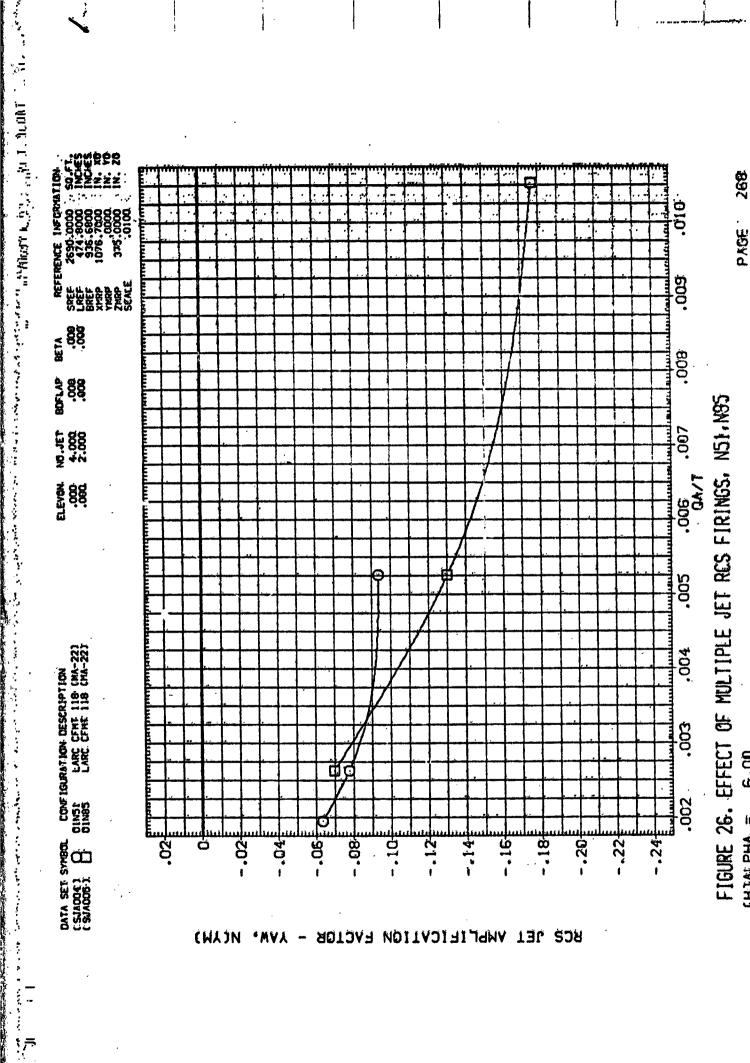
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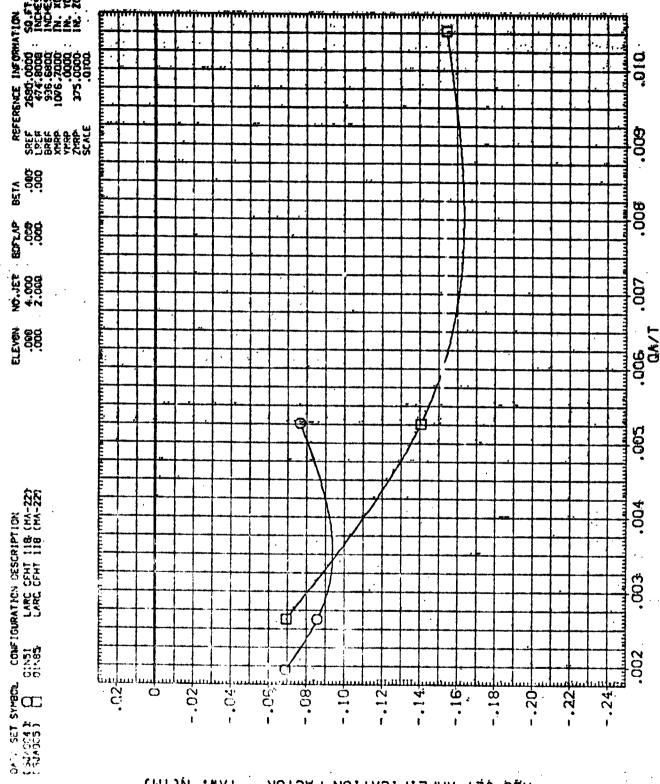


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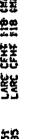
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FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, N51,N85

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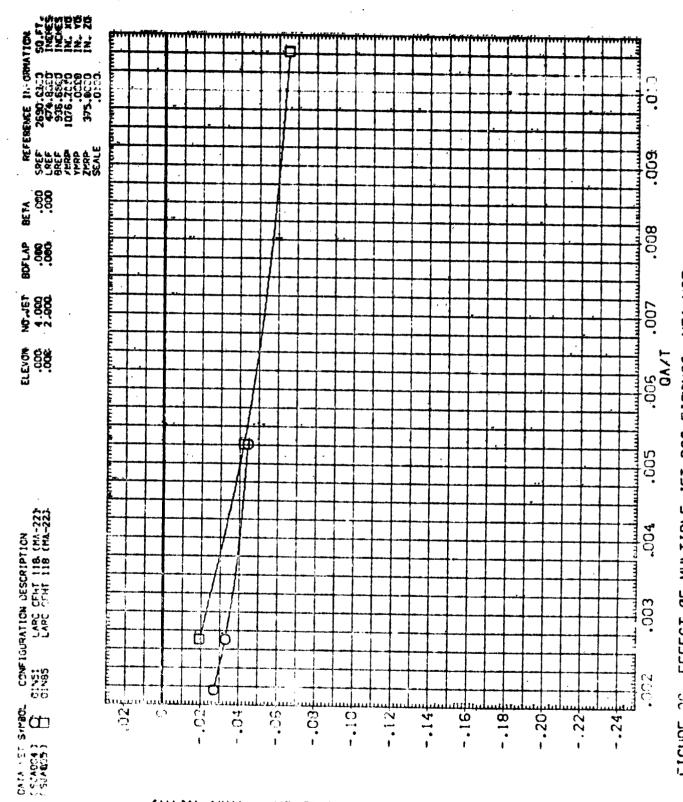
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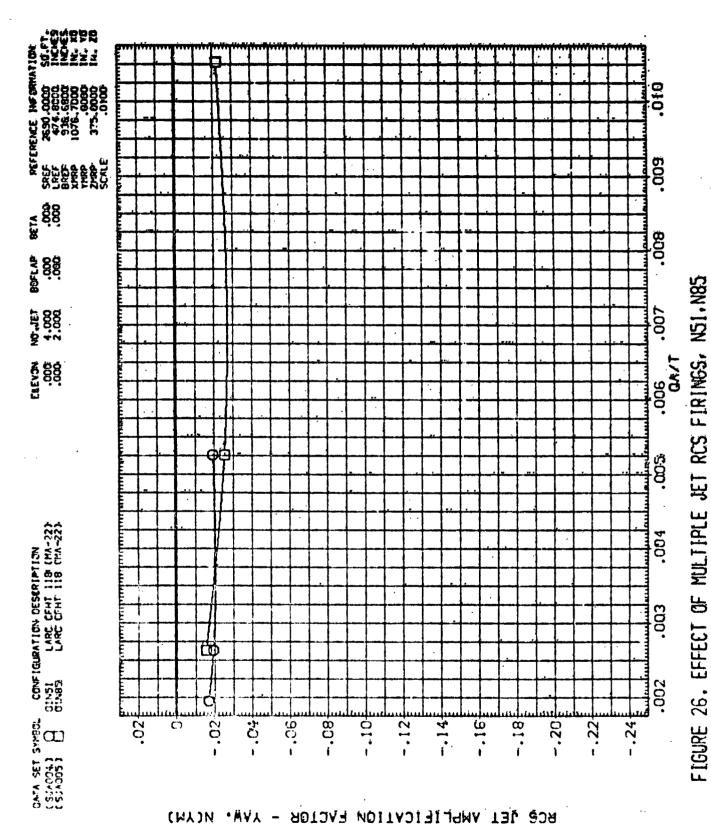
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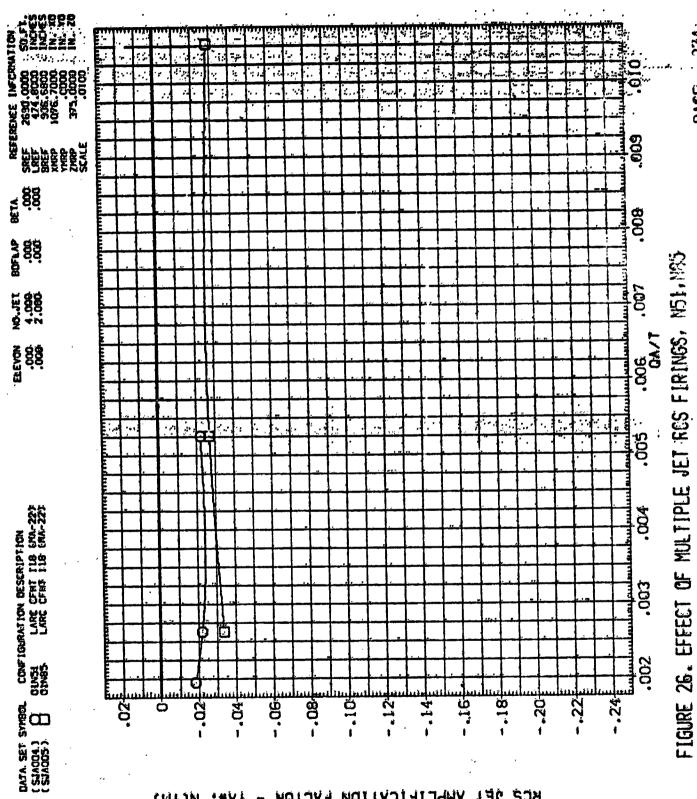
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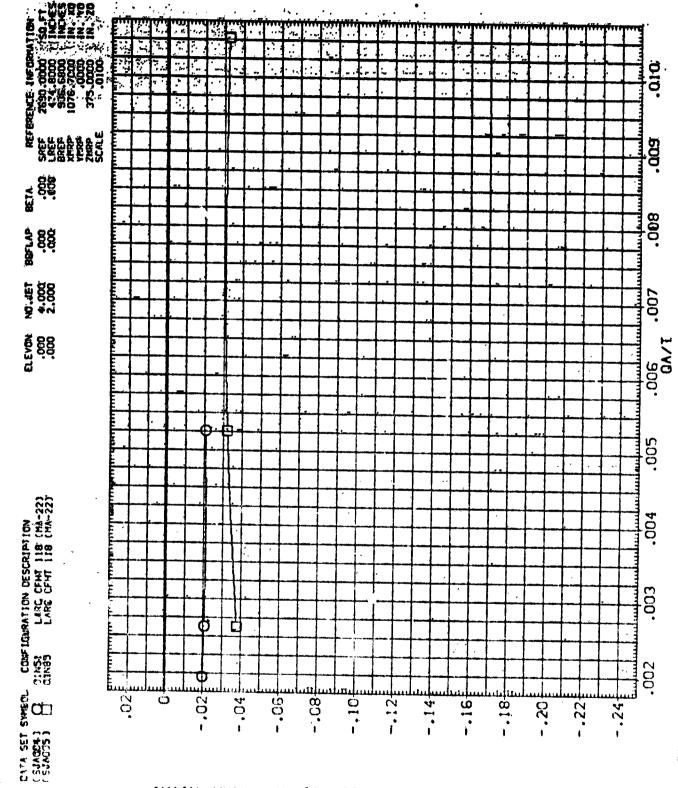
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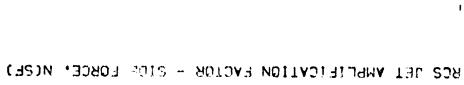
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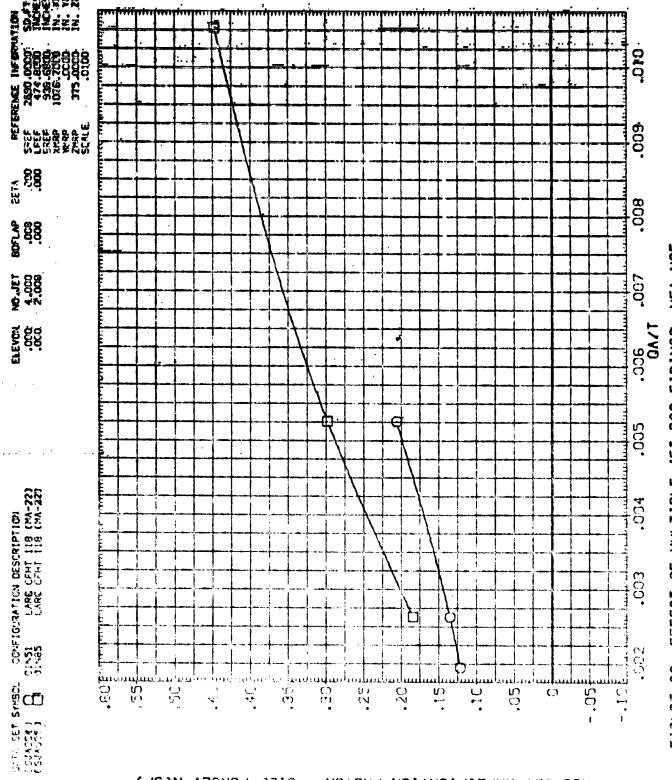
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FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, N51,N85

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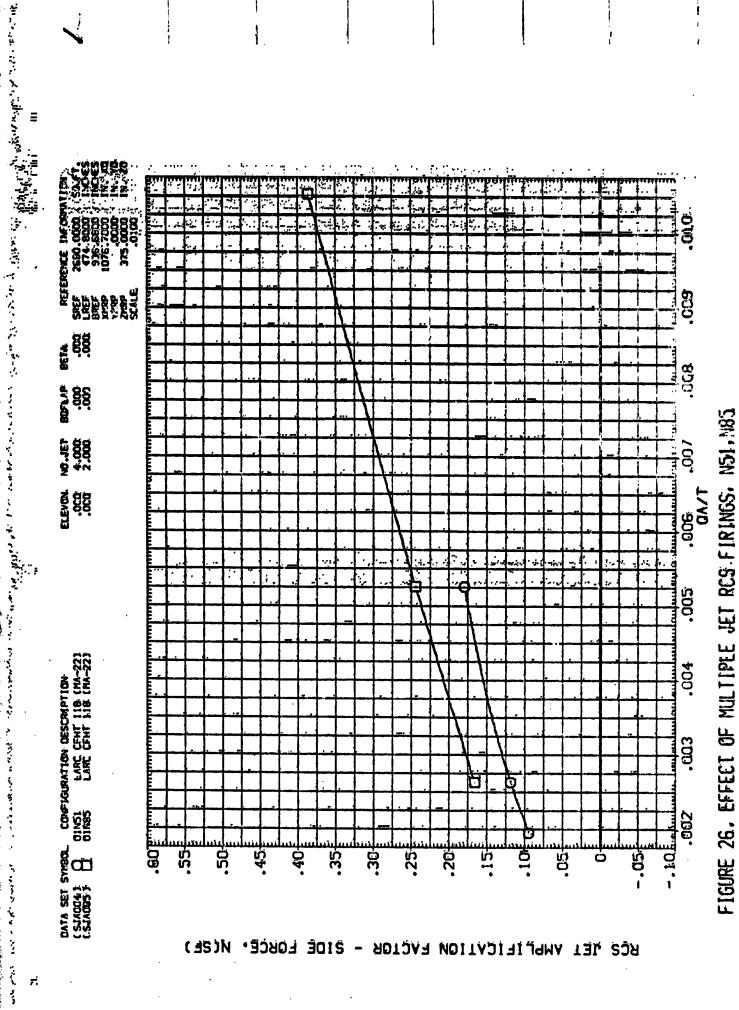


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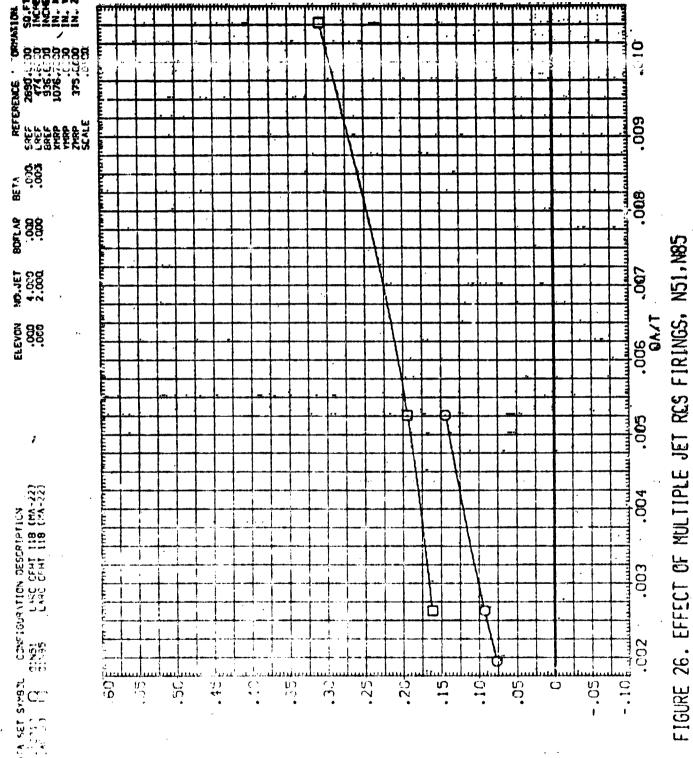
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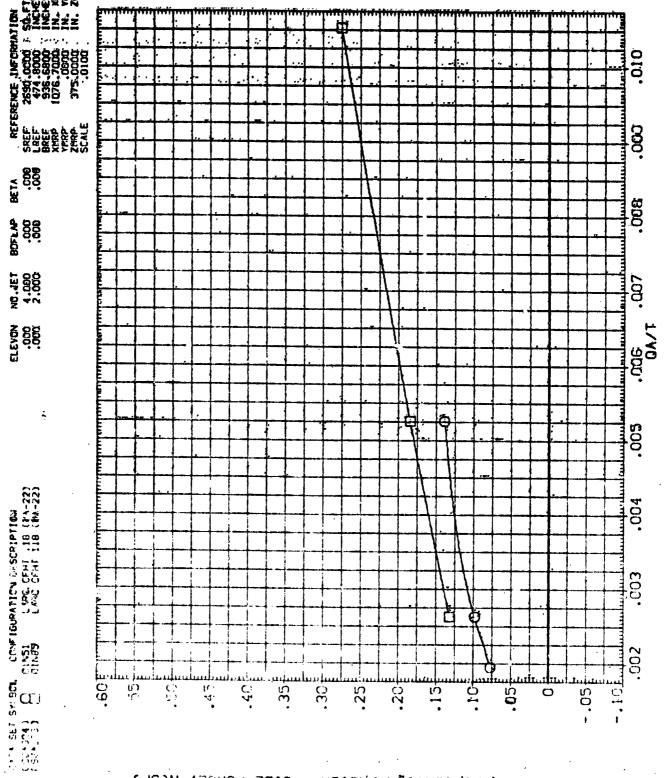
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FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, NSI,NBS 2.00 (F) ALPHA :

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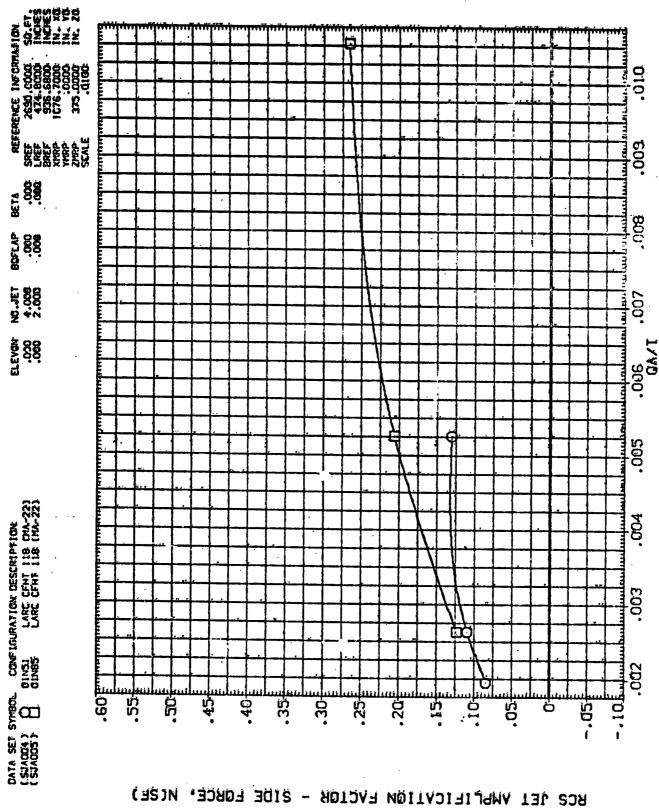
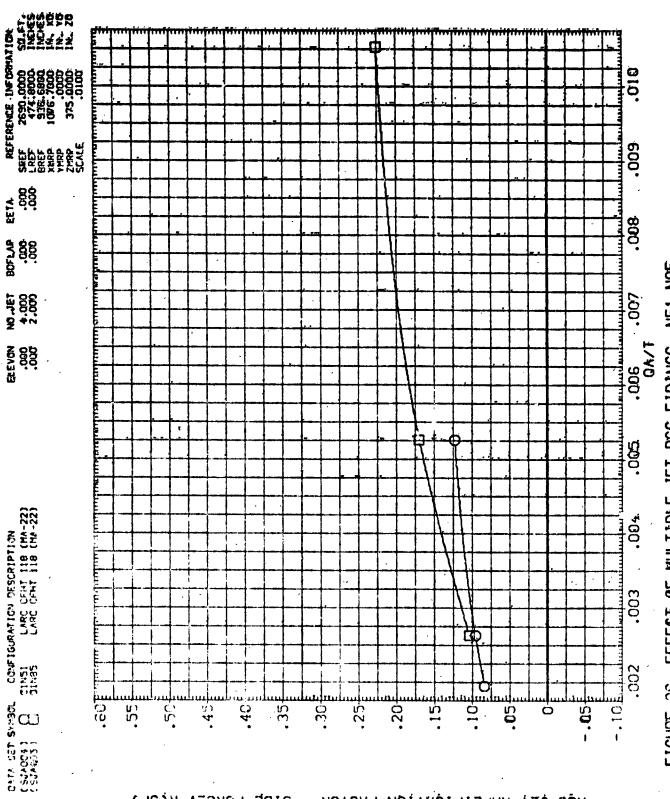


FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, N51, N65 4.00 (G)ALP玩。

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RCS JET AMPLIFICATION FACTOR - SIDE FORCE, N(SF)



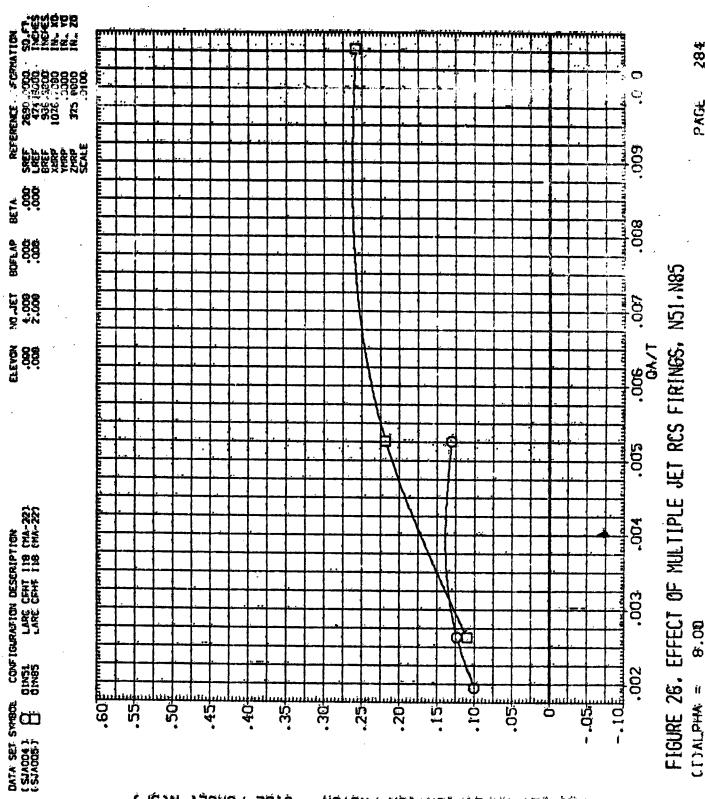
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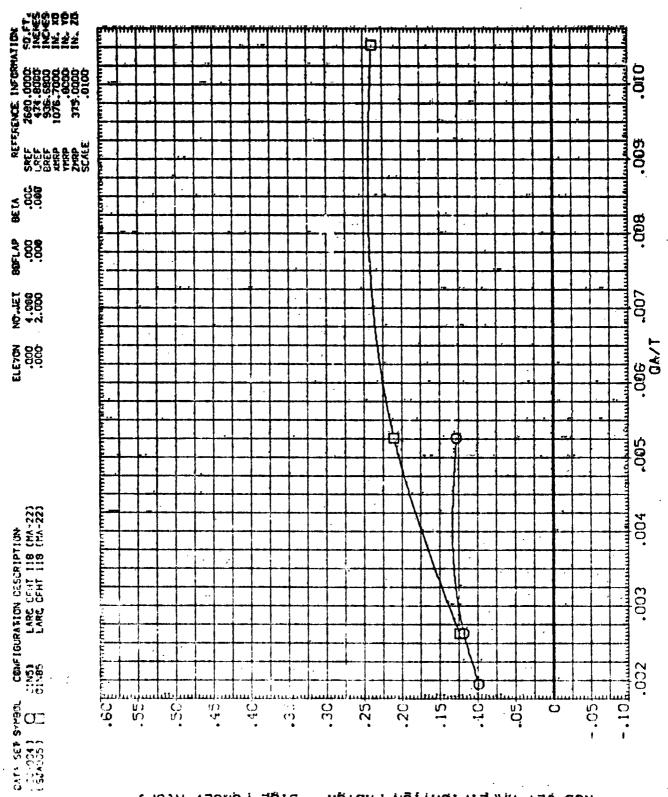
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FIGURE 26. EFFECT OF MULTIPLE JET RCS FIRINGS, N51,N85 (H)ALPHA =

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RCS JET AMPLIFICATION FACTOR - SIDE FORCE, N(SF)

FIGURE 26. EFFECT OF MULTIPLE JET RES FIRINGS, N51,N85 10.d0 (J)ALPHA =

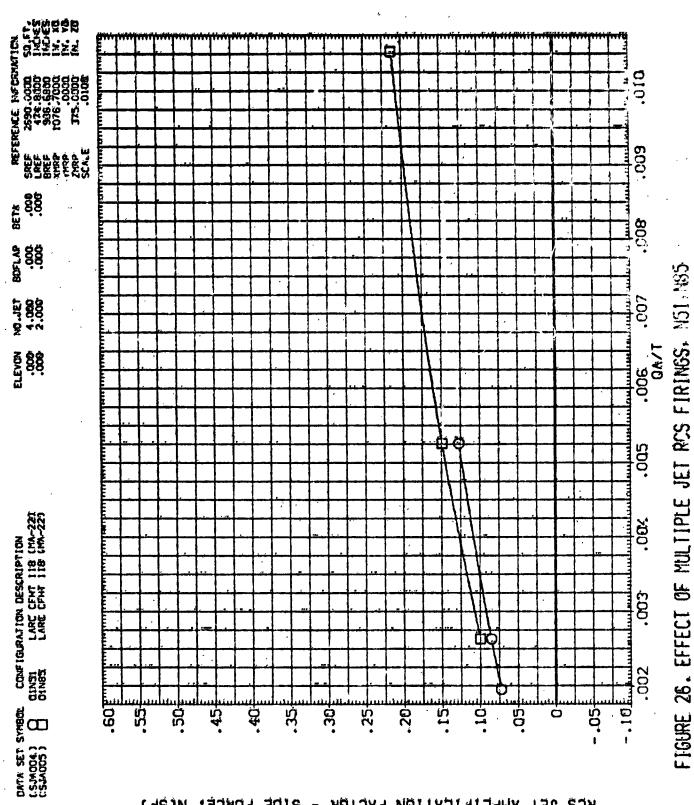
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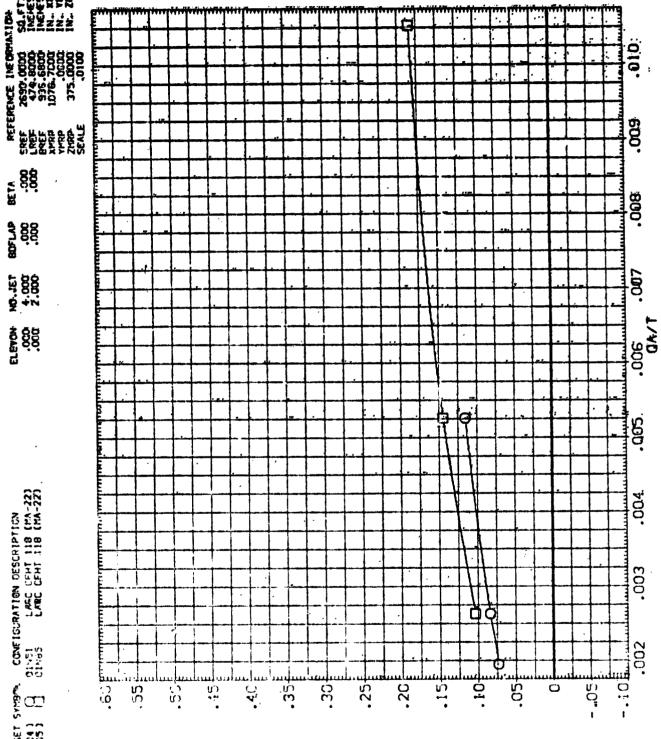


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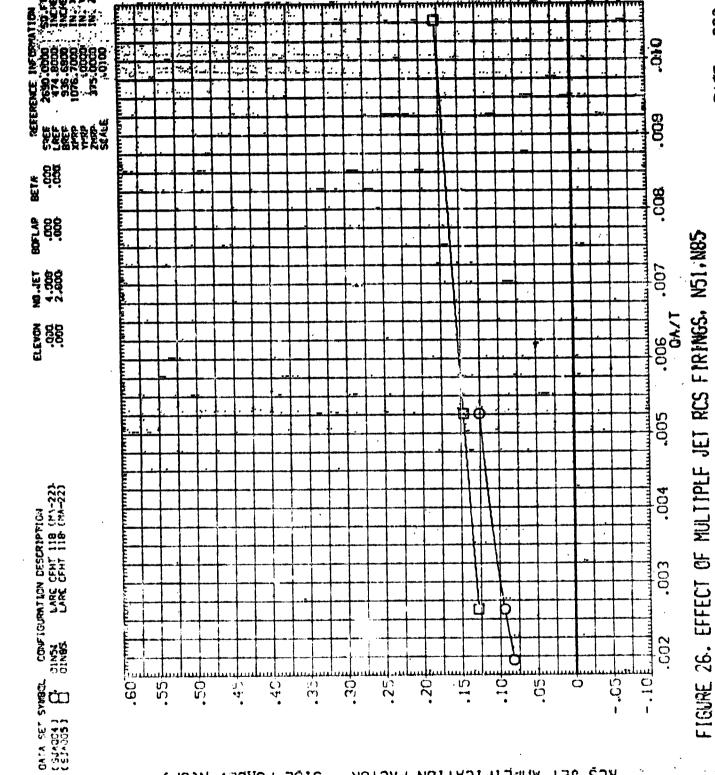
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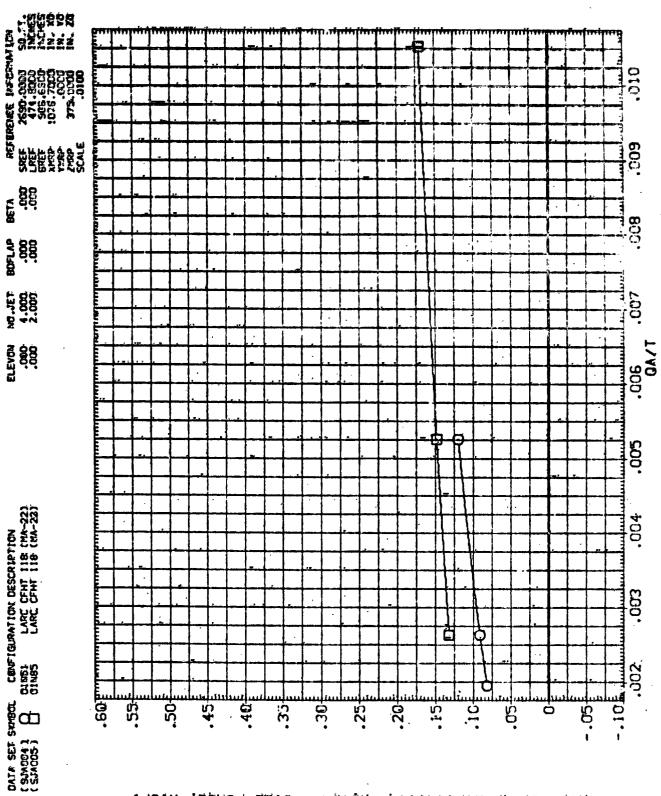


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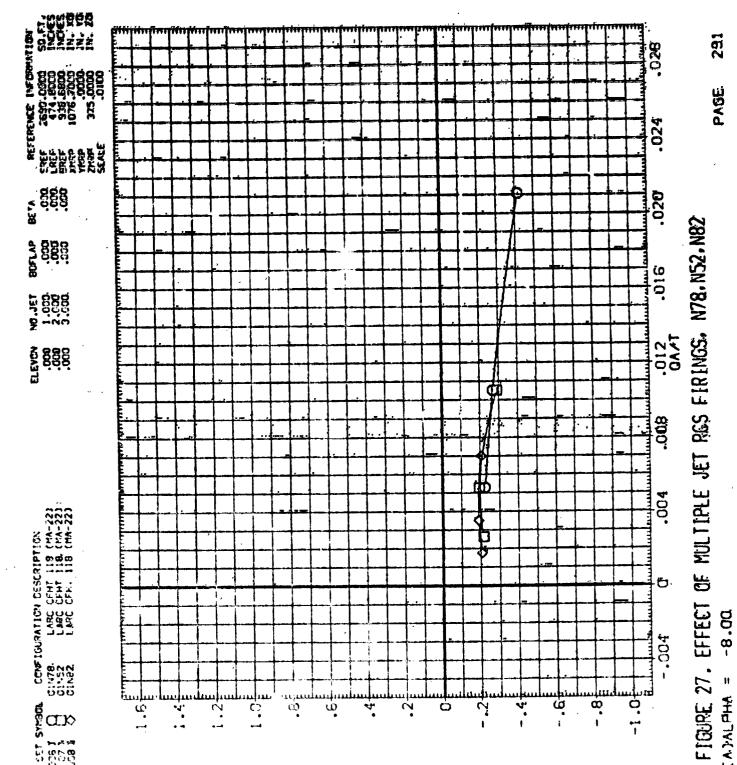


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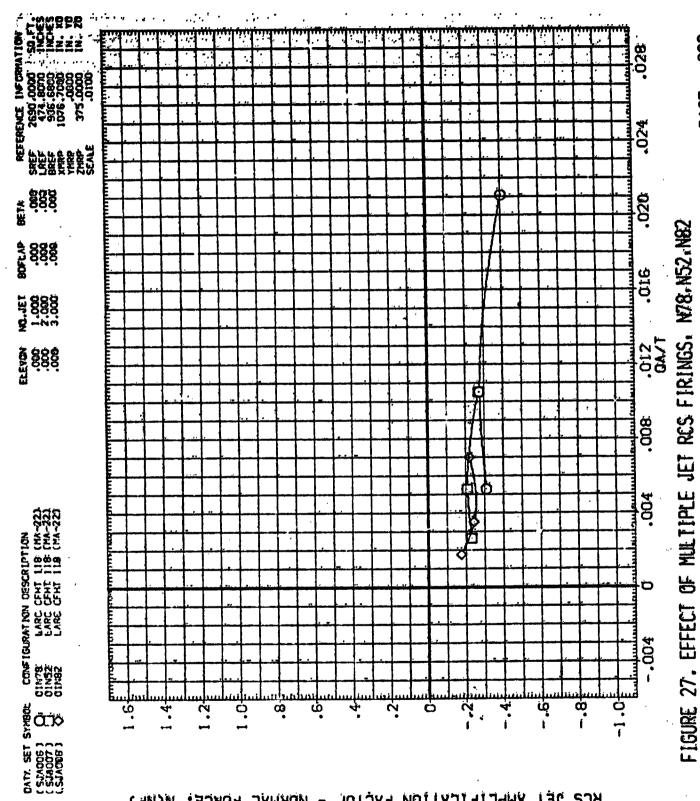
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FIGURE 27. EFFECT OF MULTIFLE JET RCS FIRTNGS. N78.N52.N82

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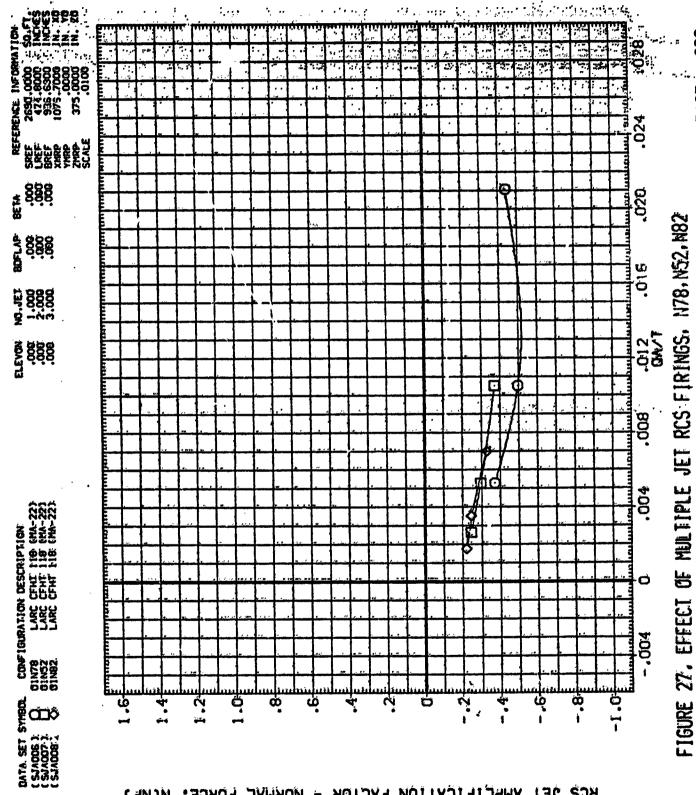
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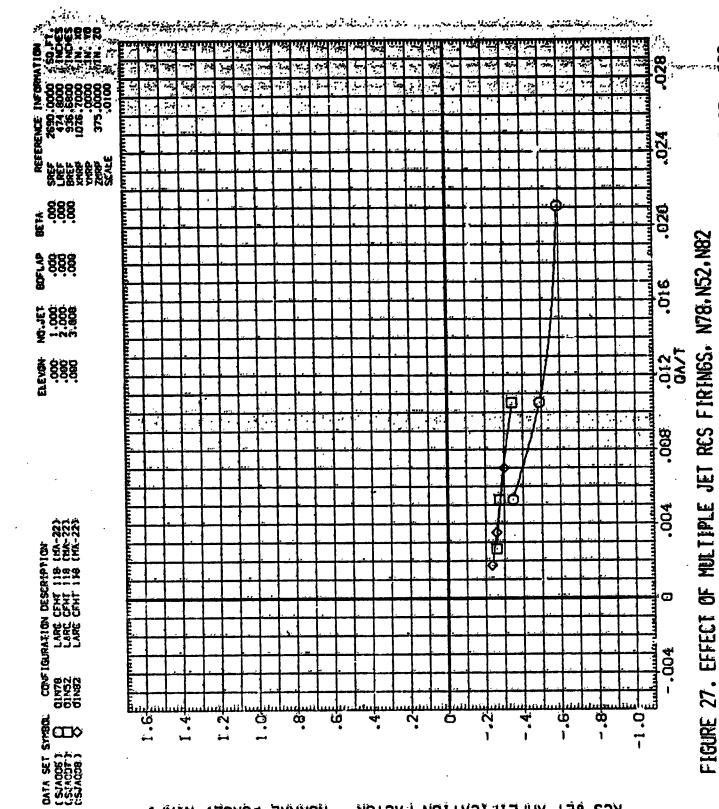
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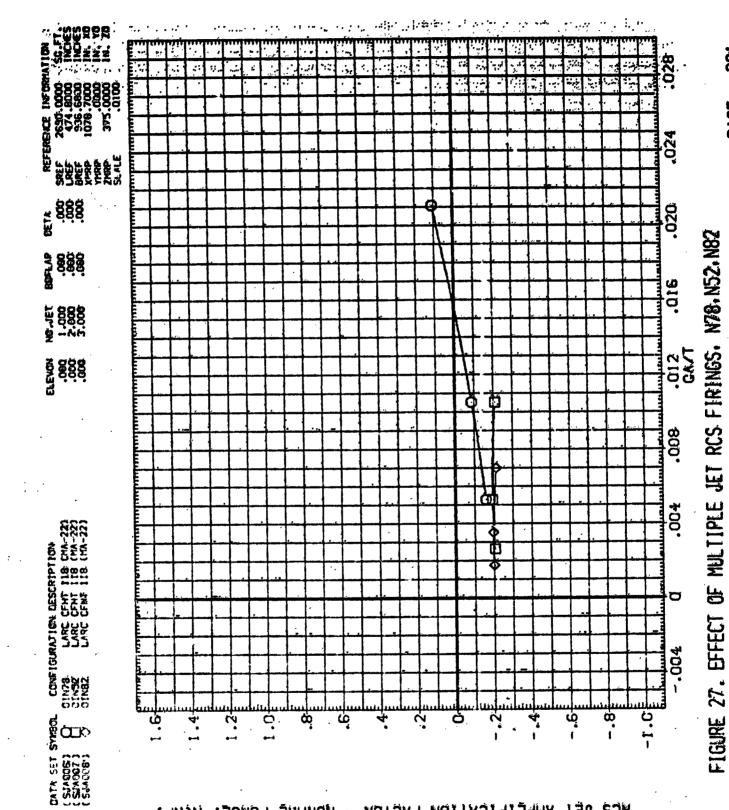
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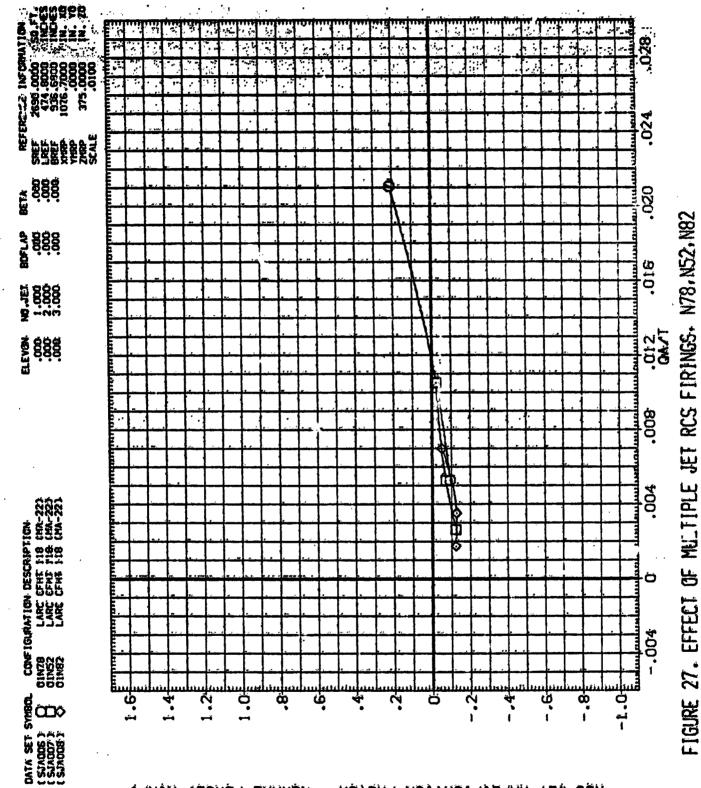


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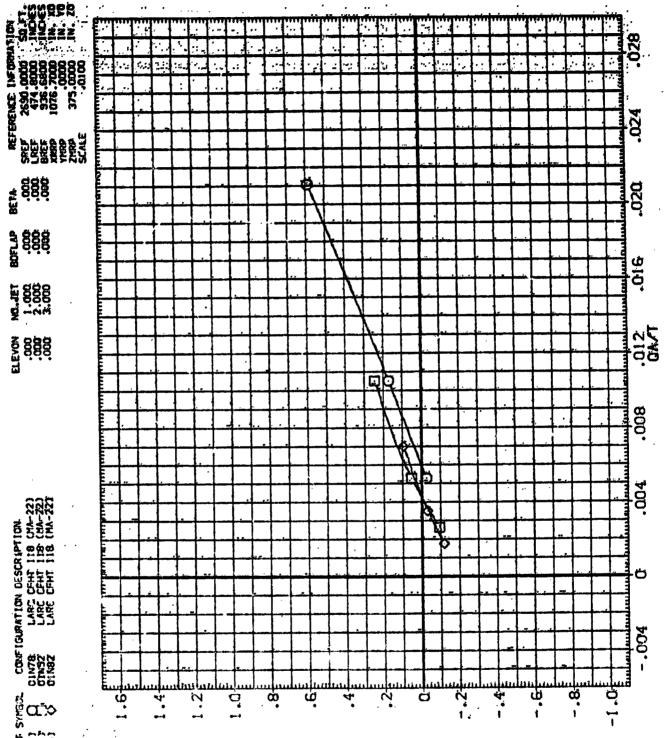
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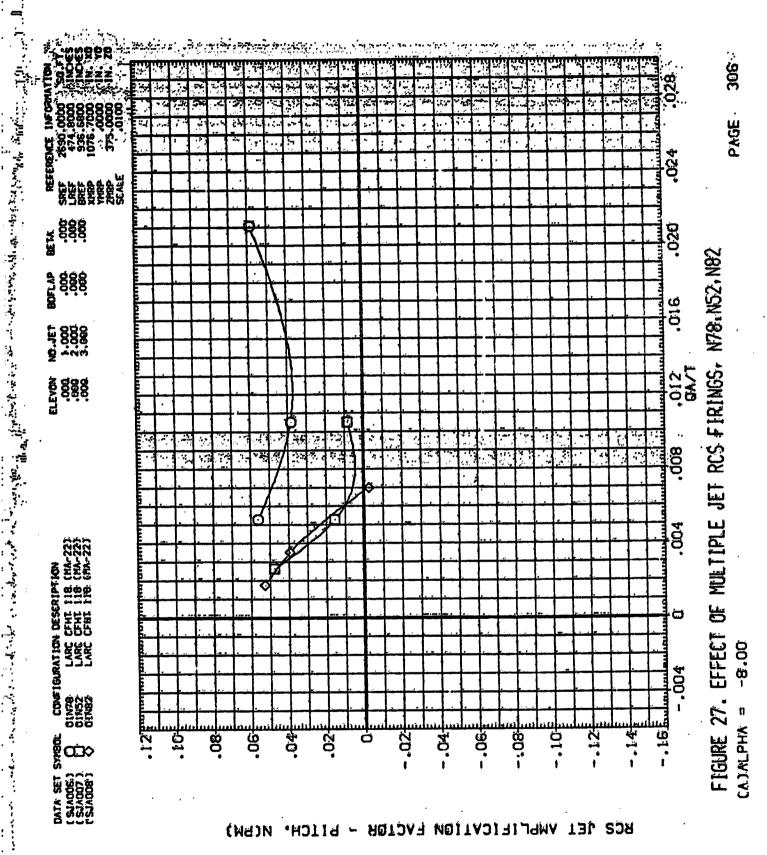
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FIGURE 27. EFFECT OF MULTIPLE JET RCS FIRINGS. N78.N52.N82

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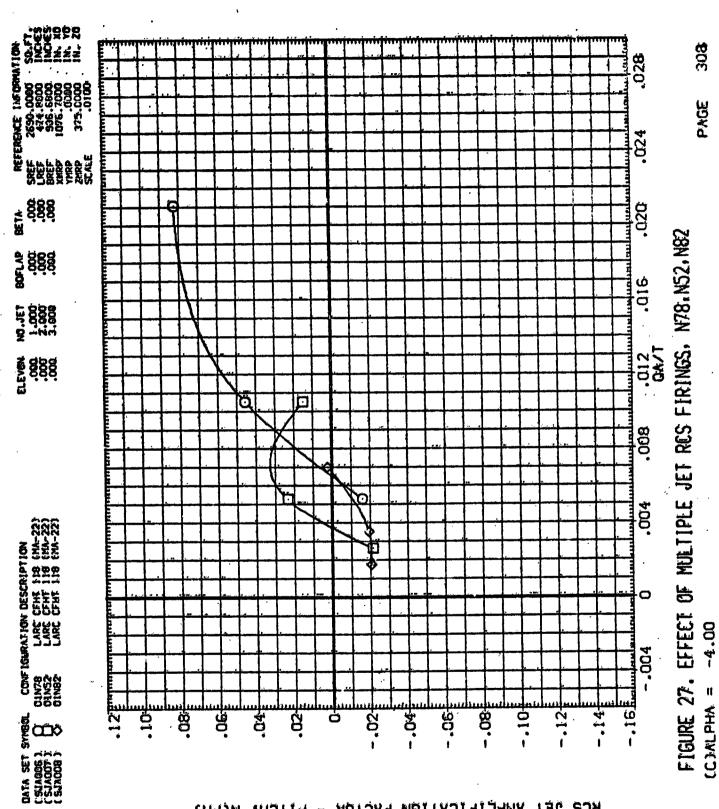
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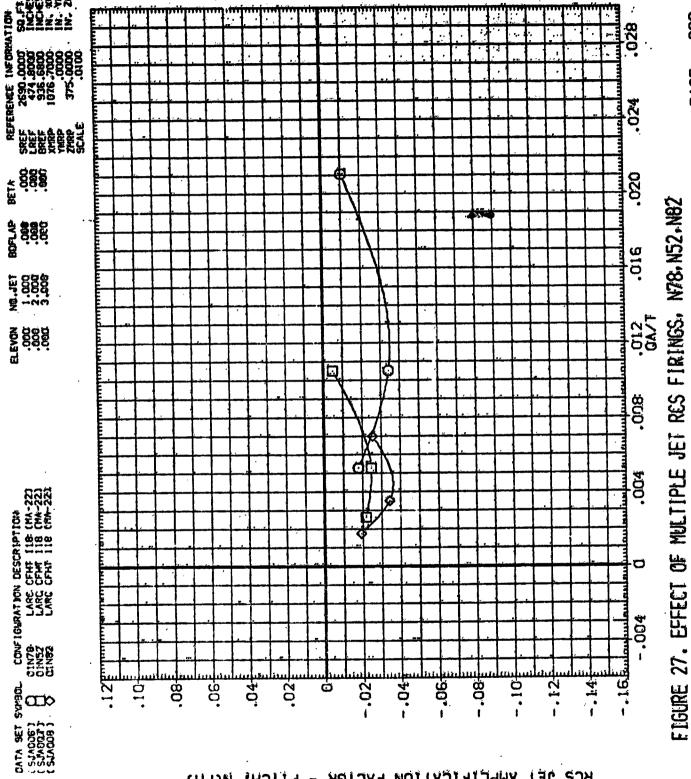
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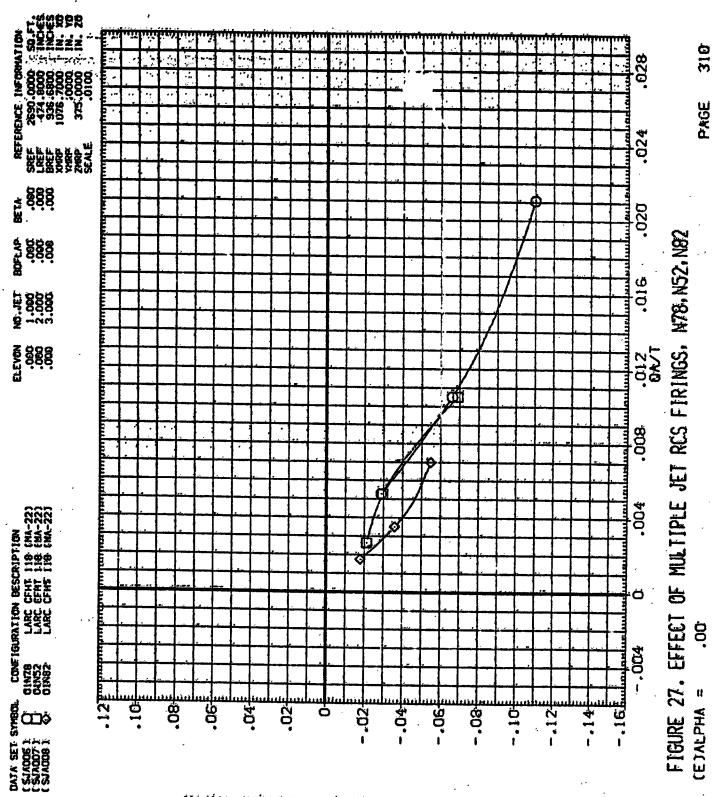


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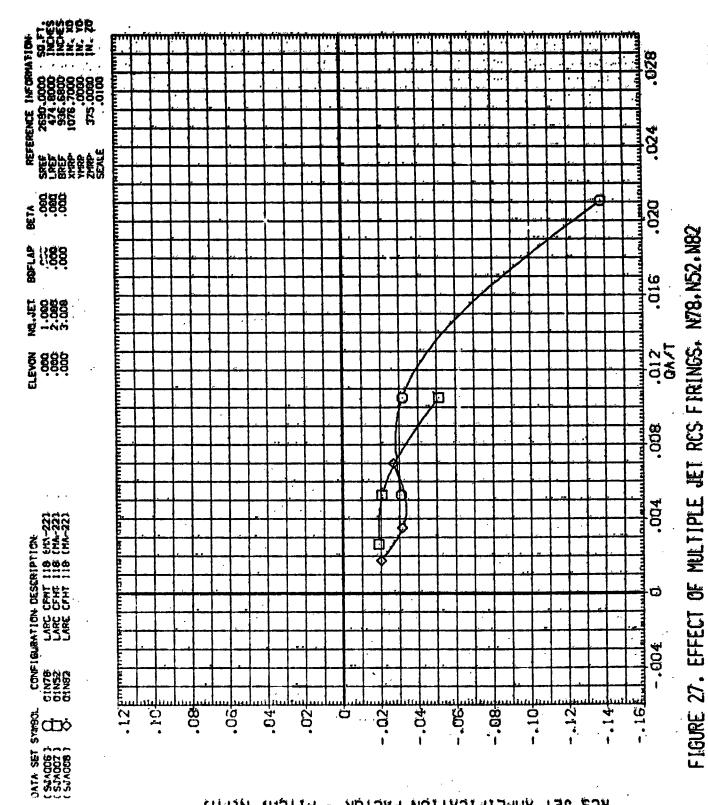
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FIGURE 27. EFFECT OF MULTIPLE JET RCS FIRINGS, N78,N52,N82

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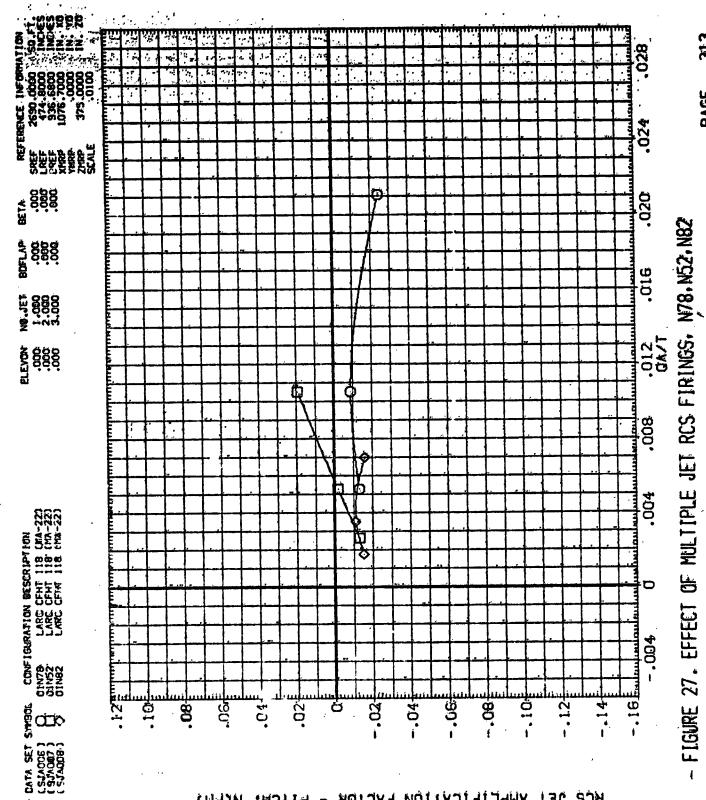
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FIGURE 27. EFFECT OF MULTIPLE JET RCS FIRINGS, N78.N52, N82

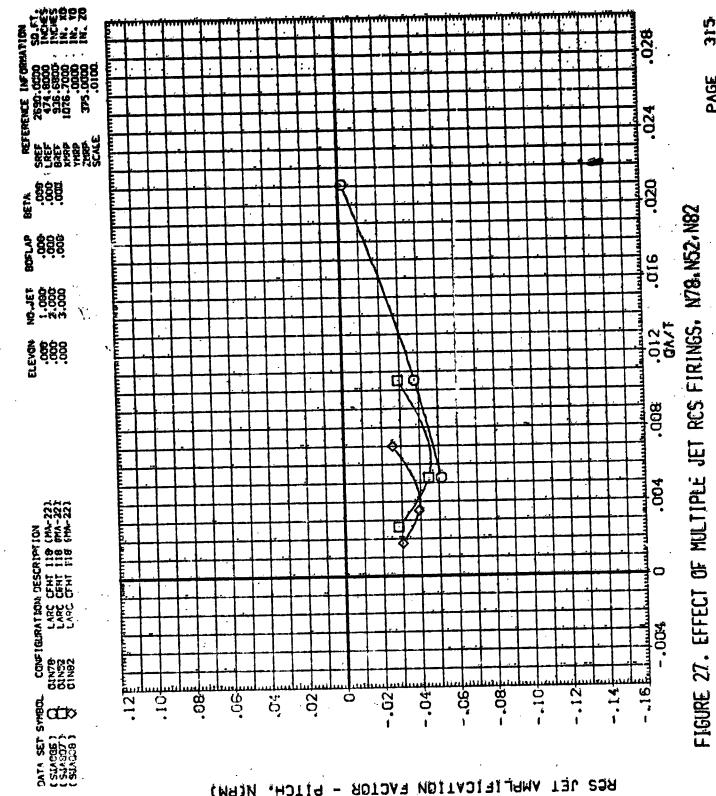
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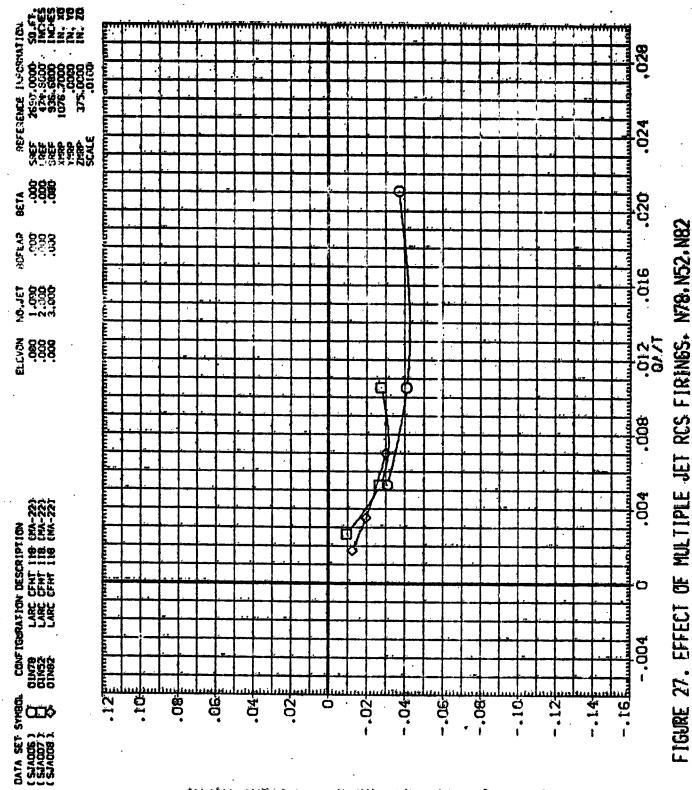
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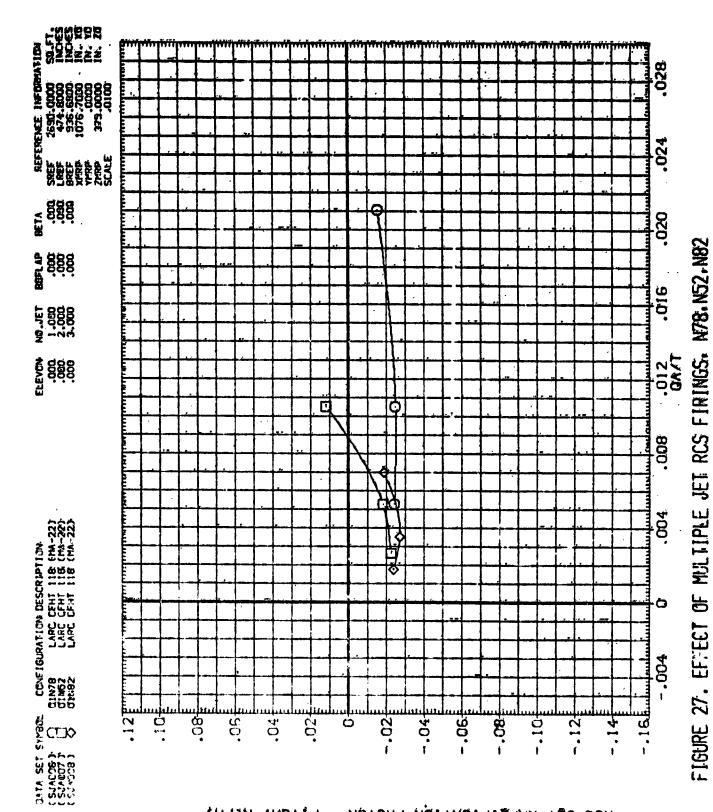
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FIGURE 27. EFFECT OF MULTIPLE JET RCS FIRINGS, N78.N52.N82

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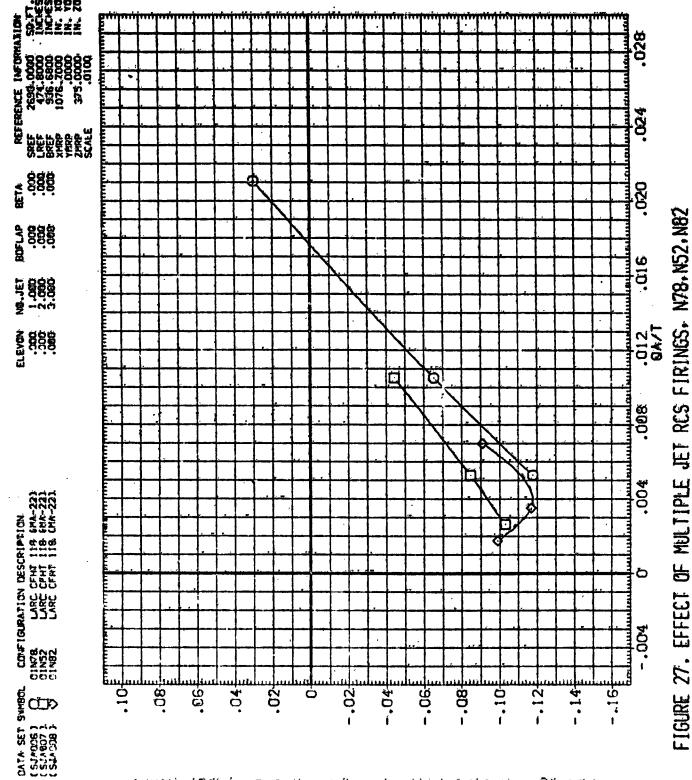
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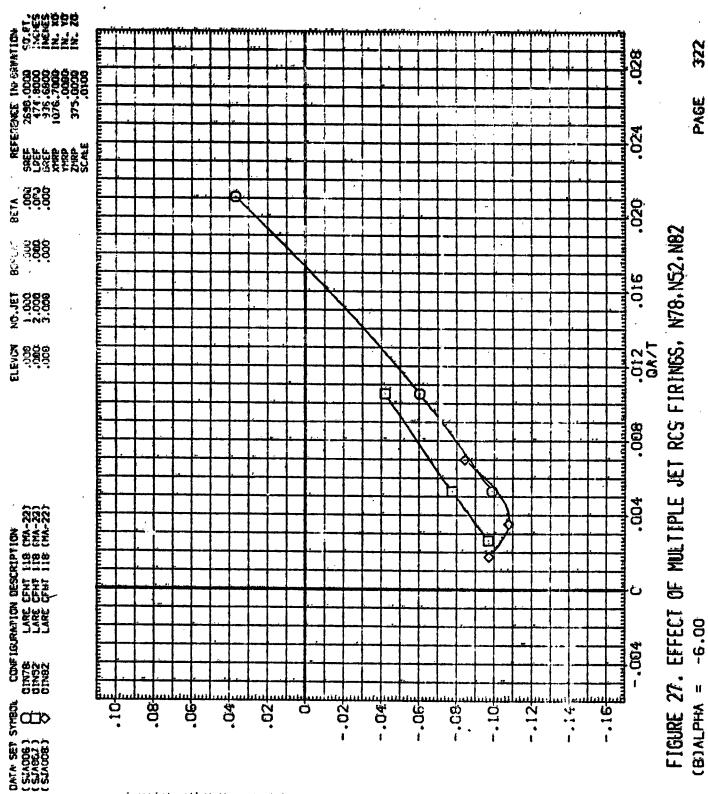
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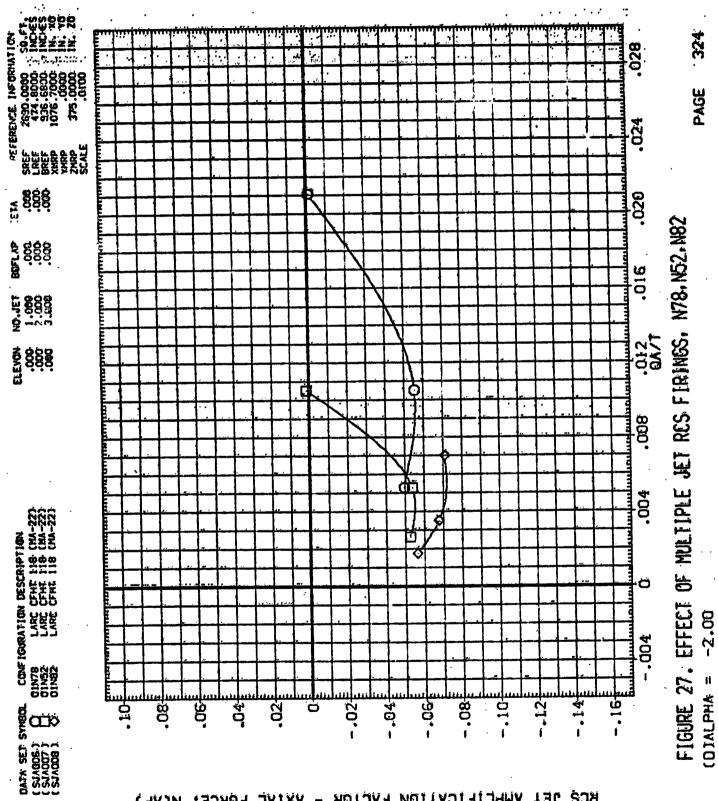
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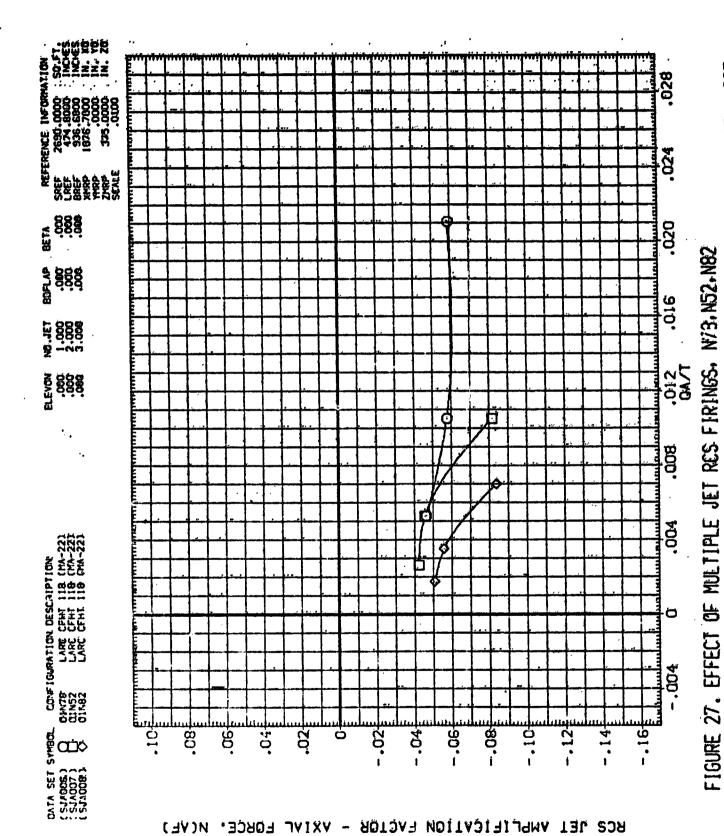
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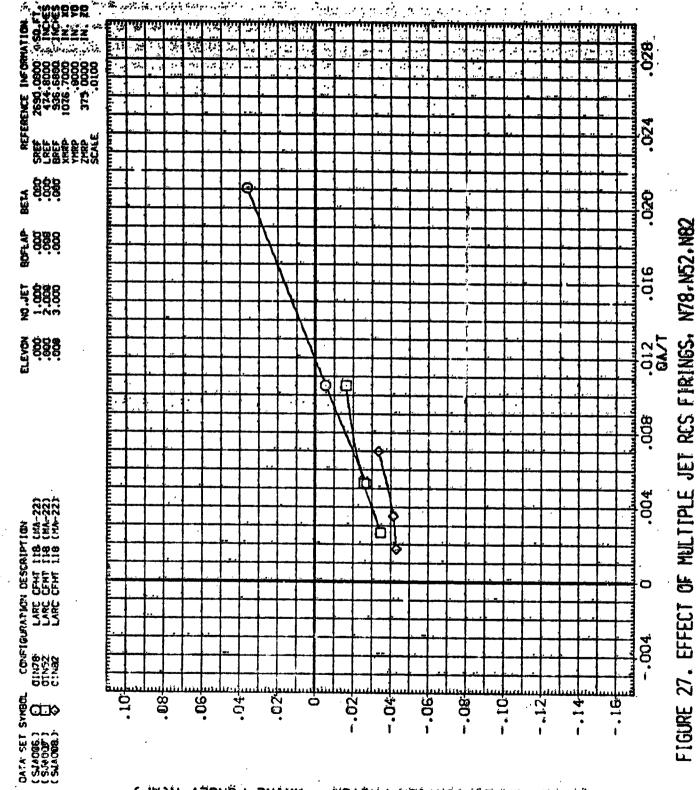
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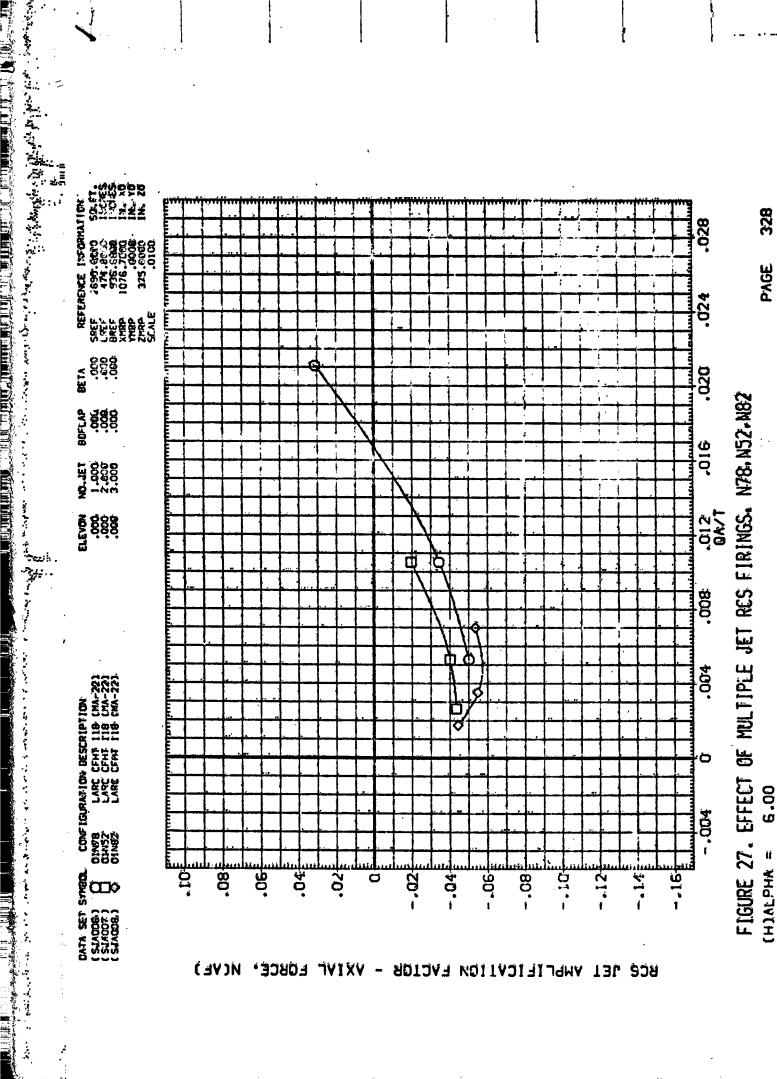


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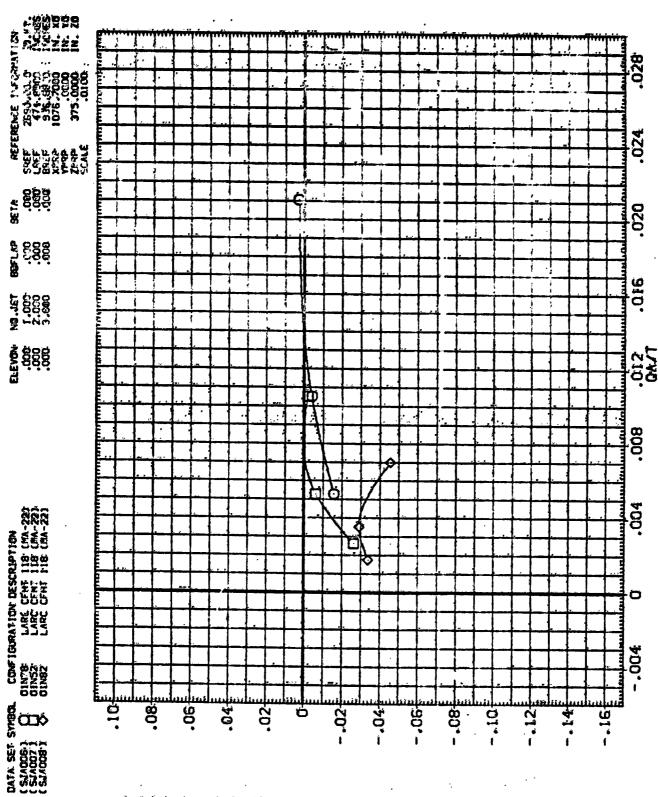
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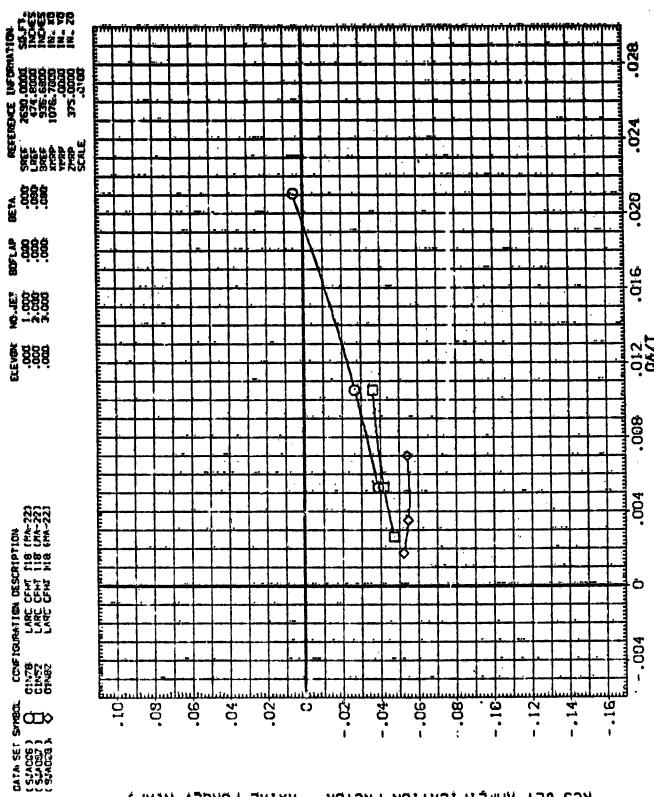
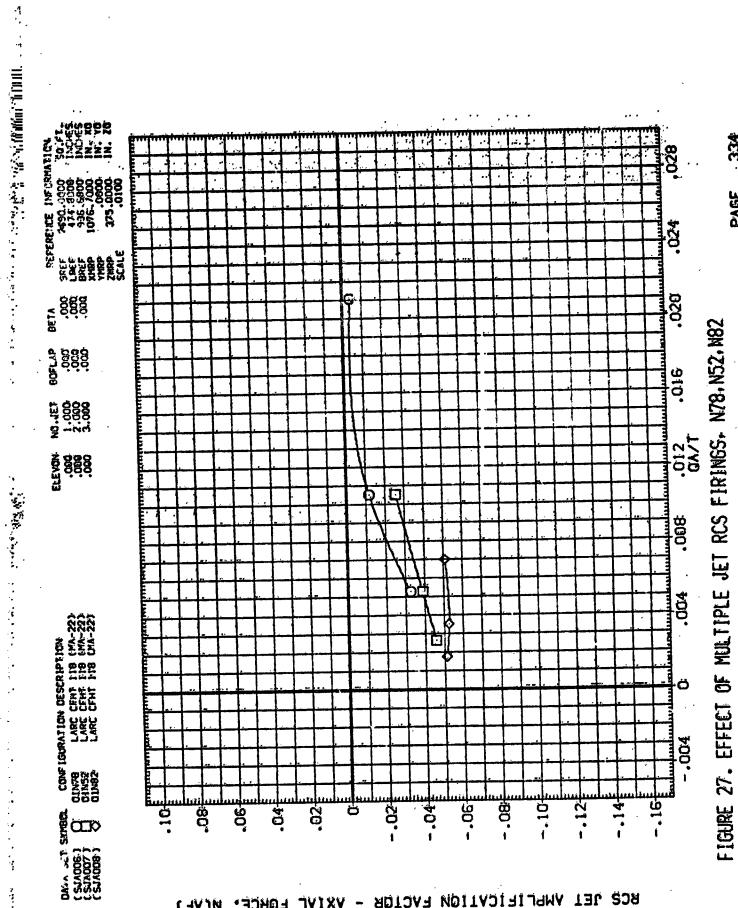


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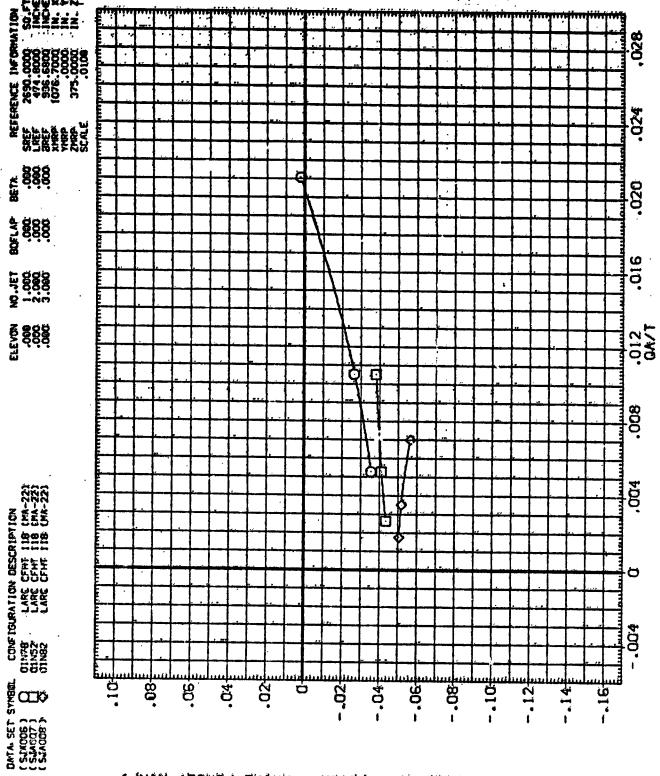
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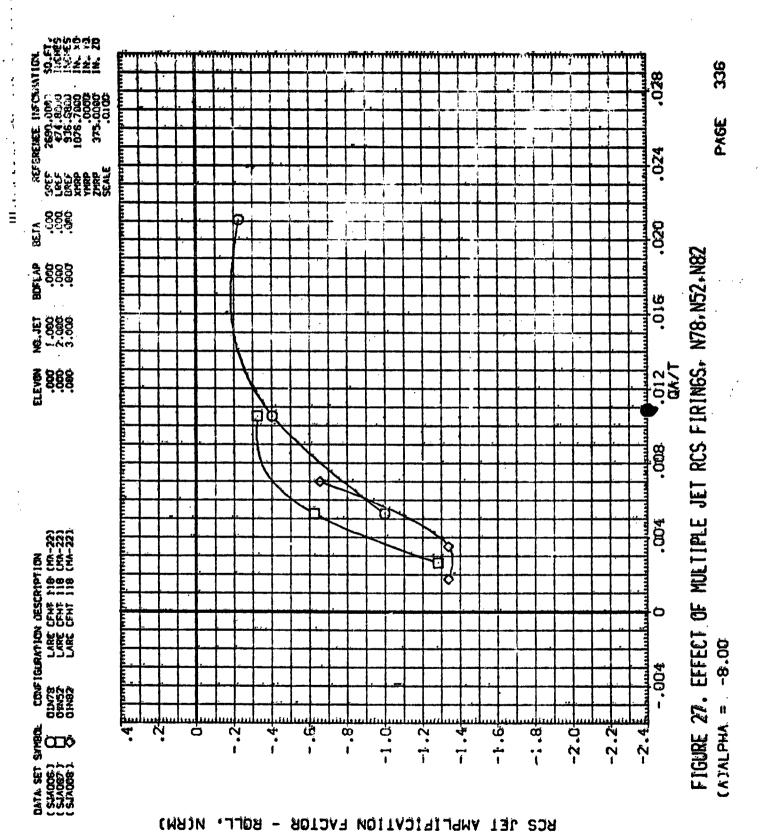
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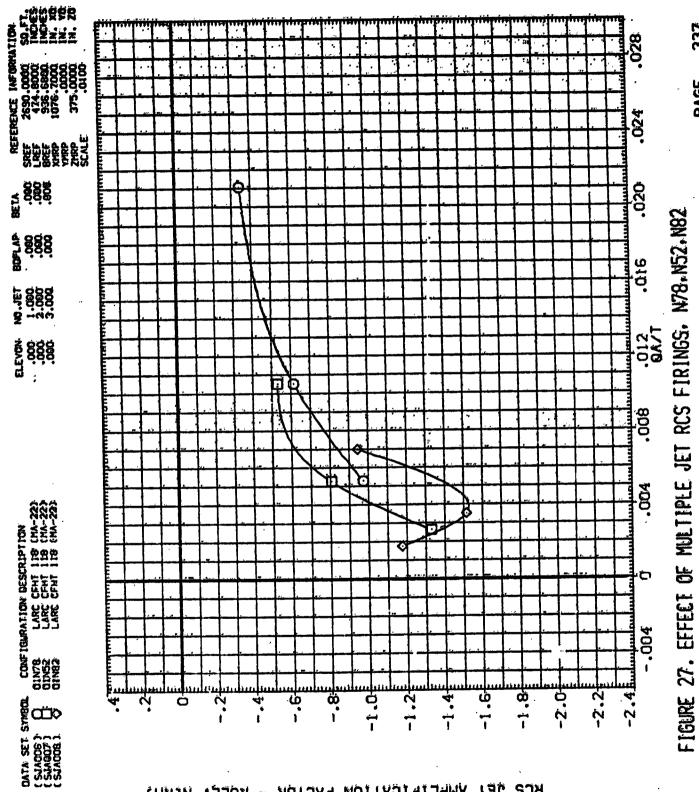
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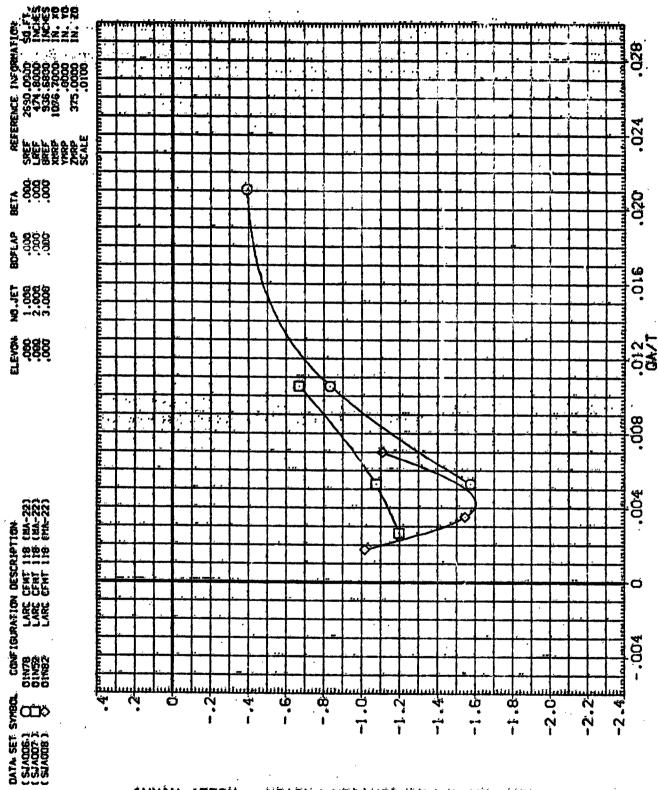
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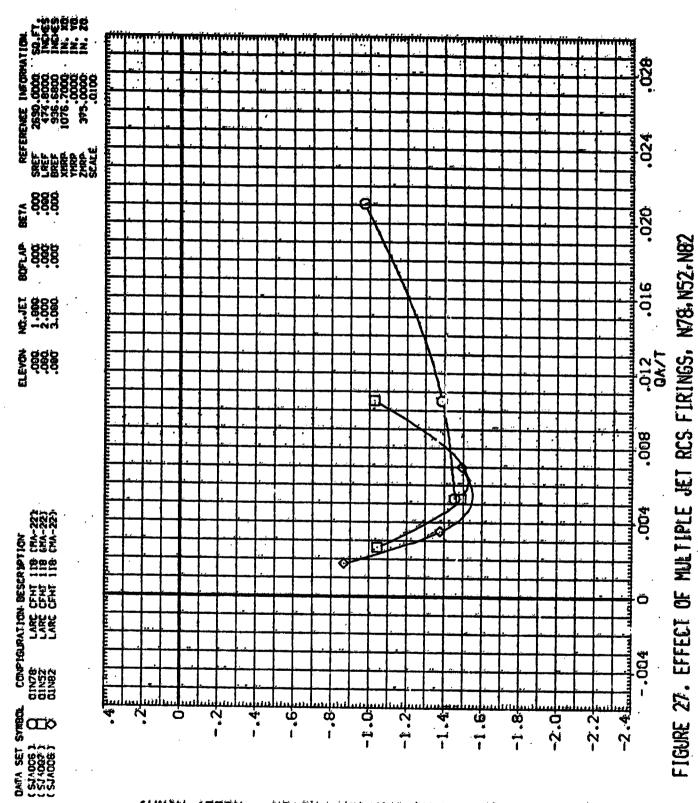
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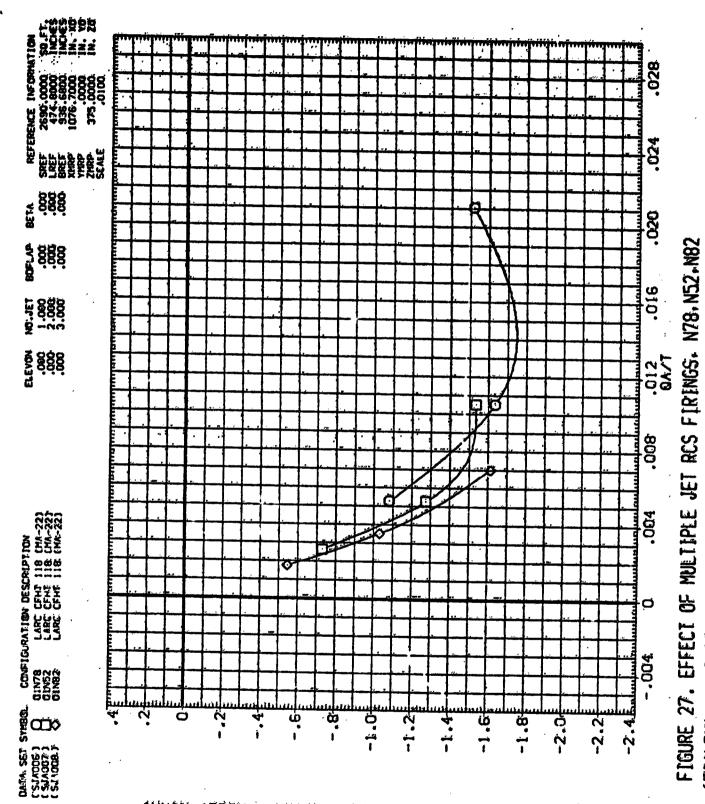
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FIGURE 27. EFFECT OF MULTIPLE JET RCS FIRINGS, N78, N52, N82

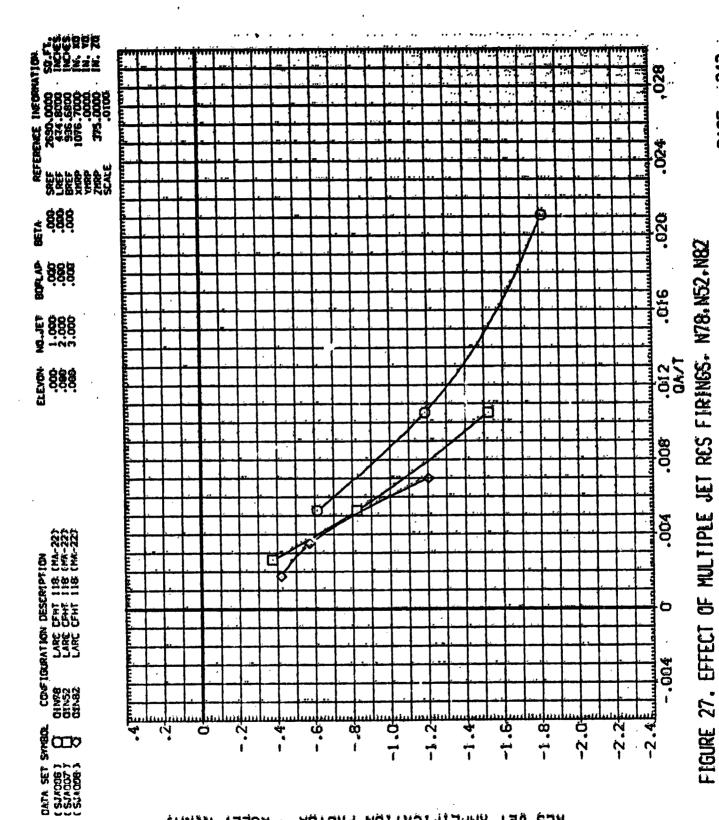
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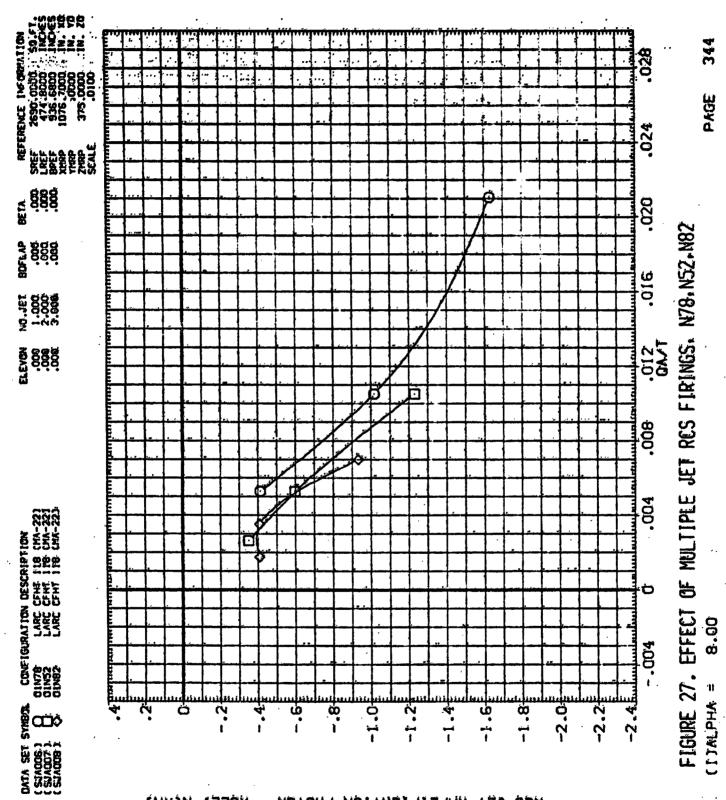
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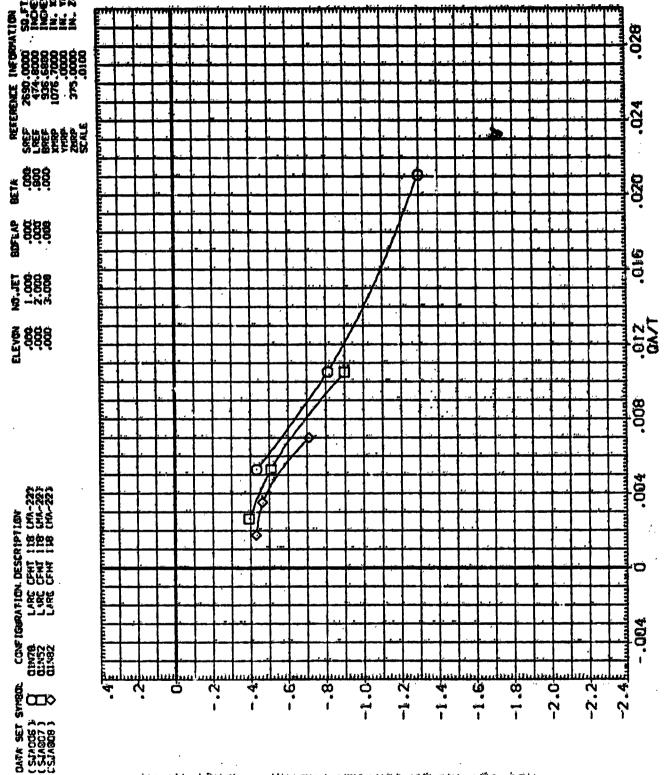


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FIGURE 27. EFFECT OF MULTIPLE JET RCS FIRINGS, N78.N52.N82

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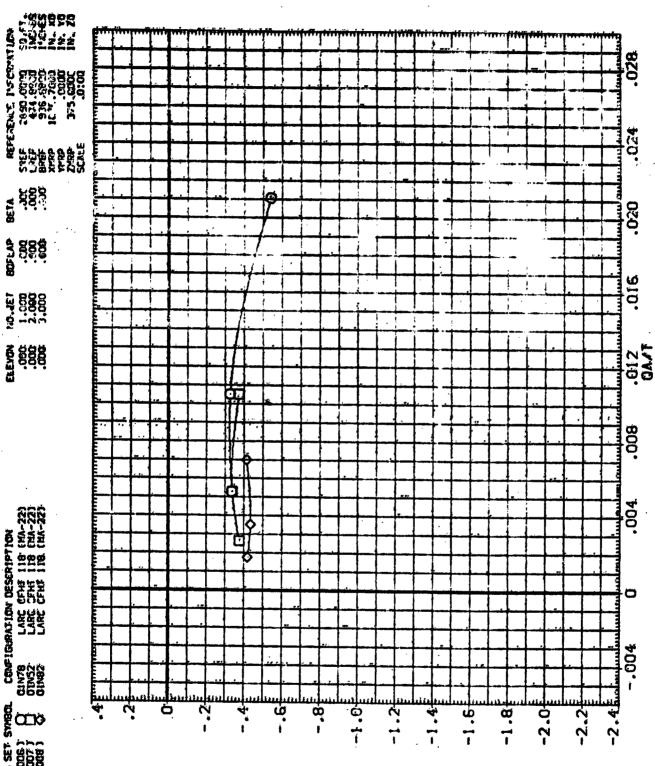
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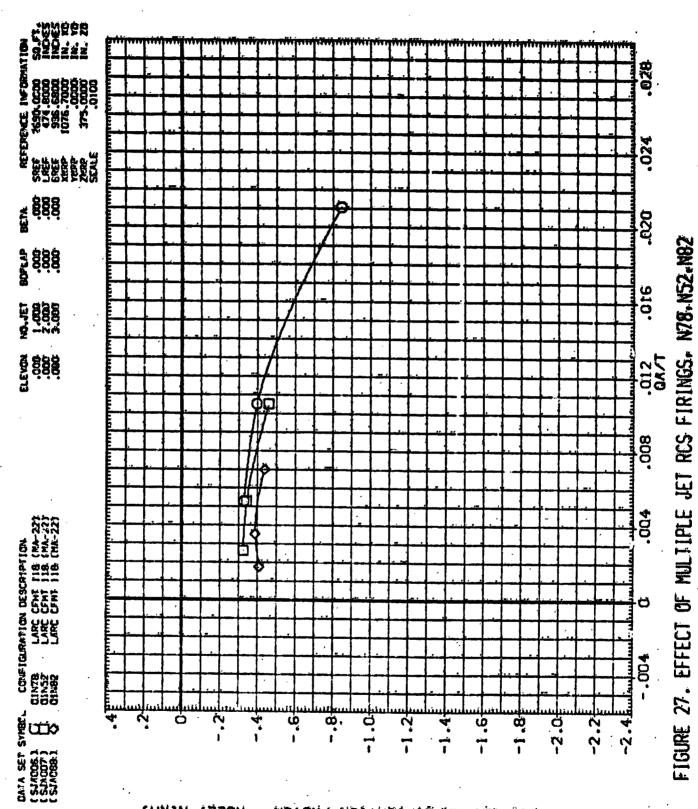
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FIGURE 27. EFFECT OF MULTIPLE JET RCS FIRINGS, N78,N52,N82

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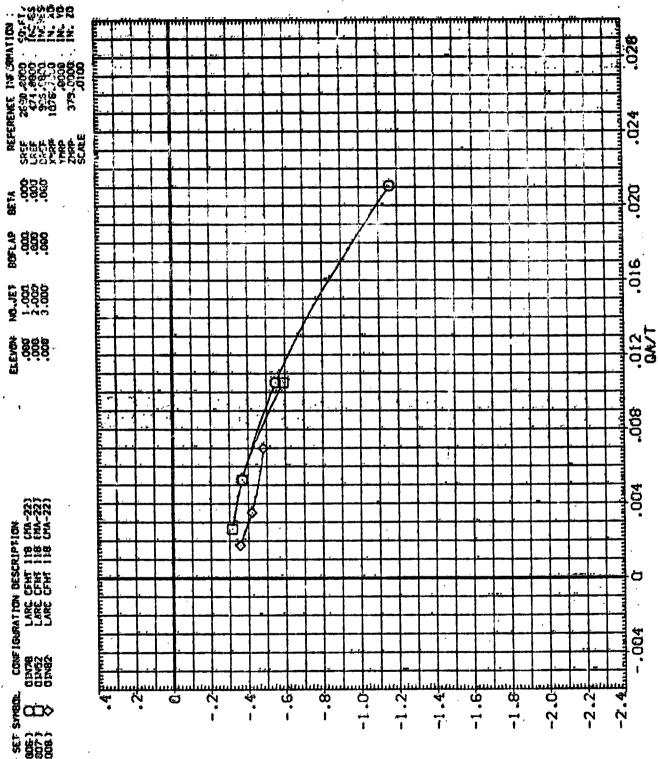
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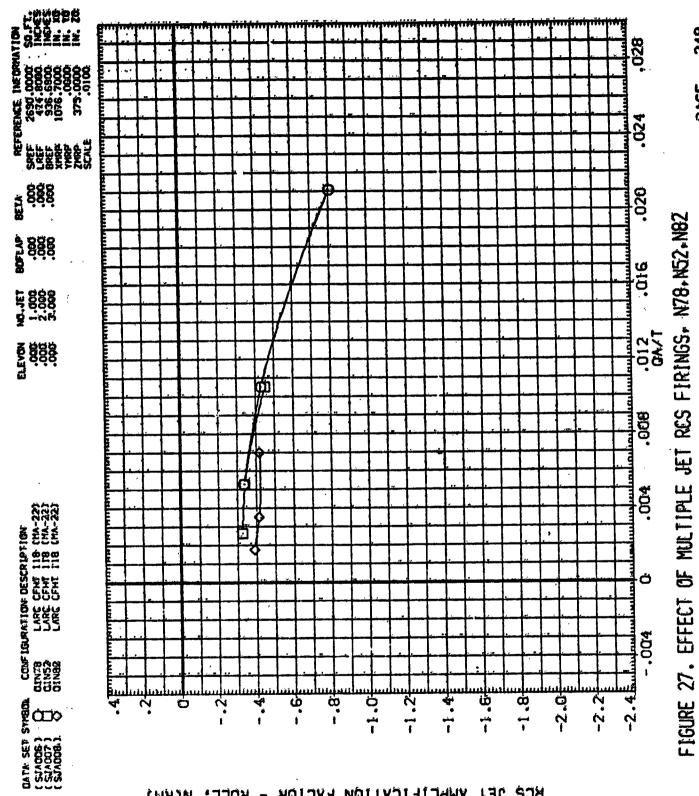
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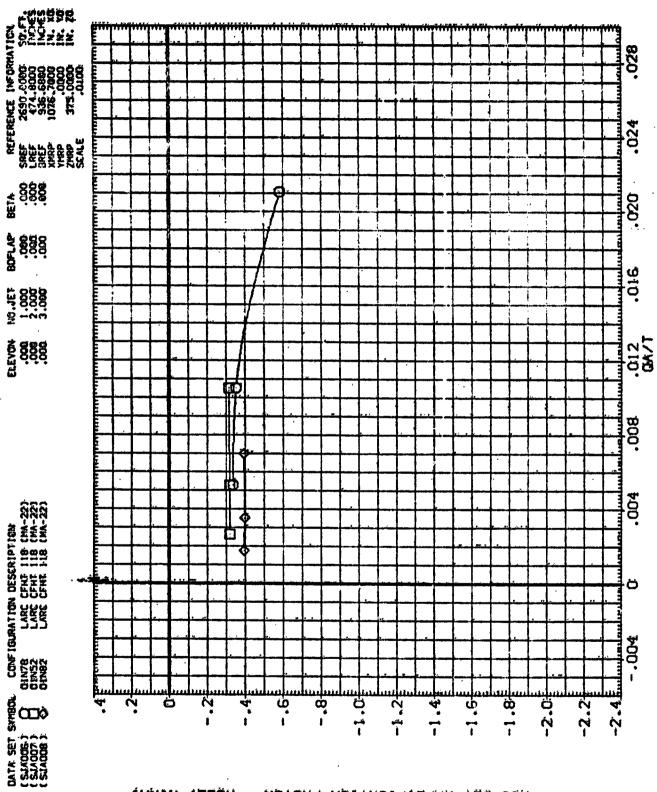
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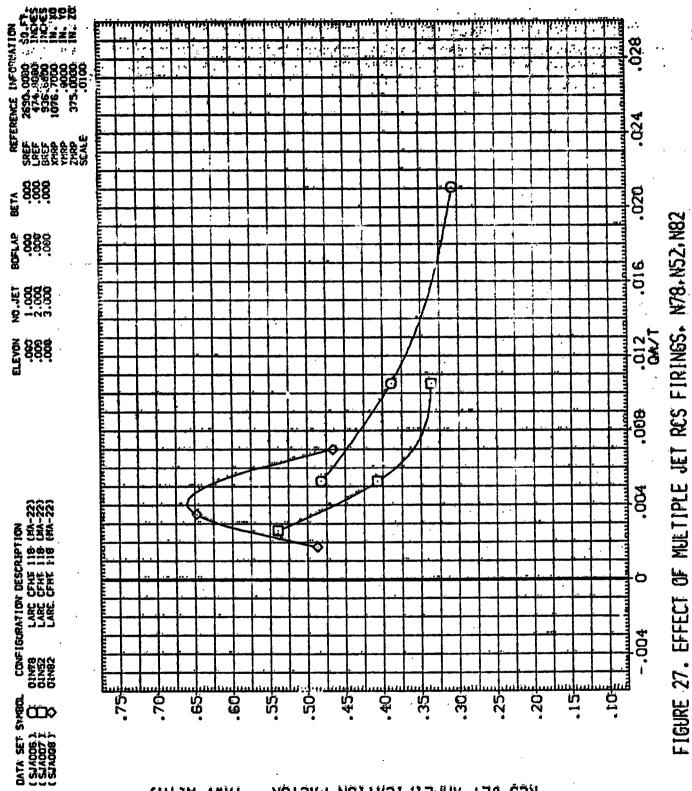
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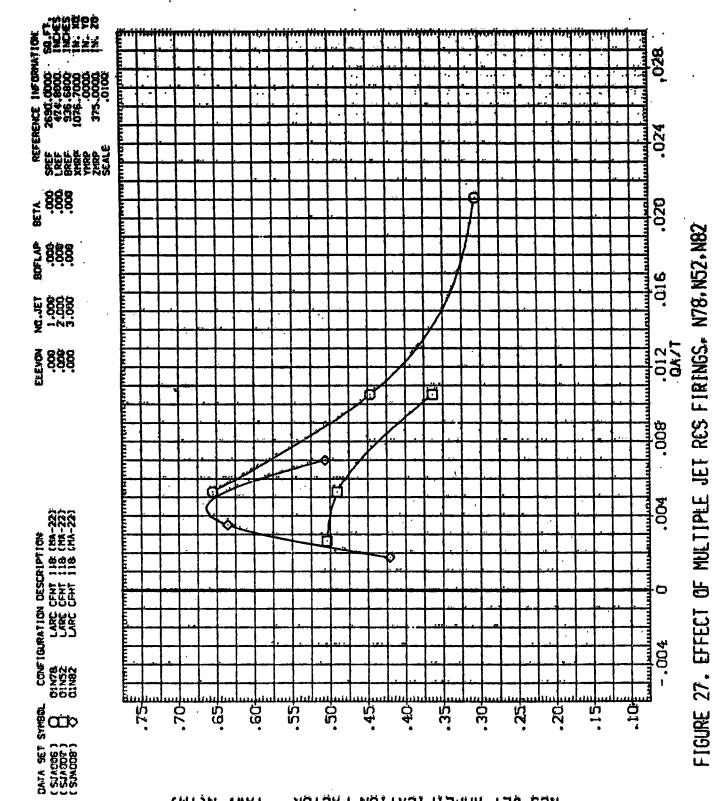
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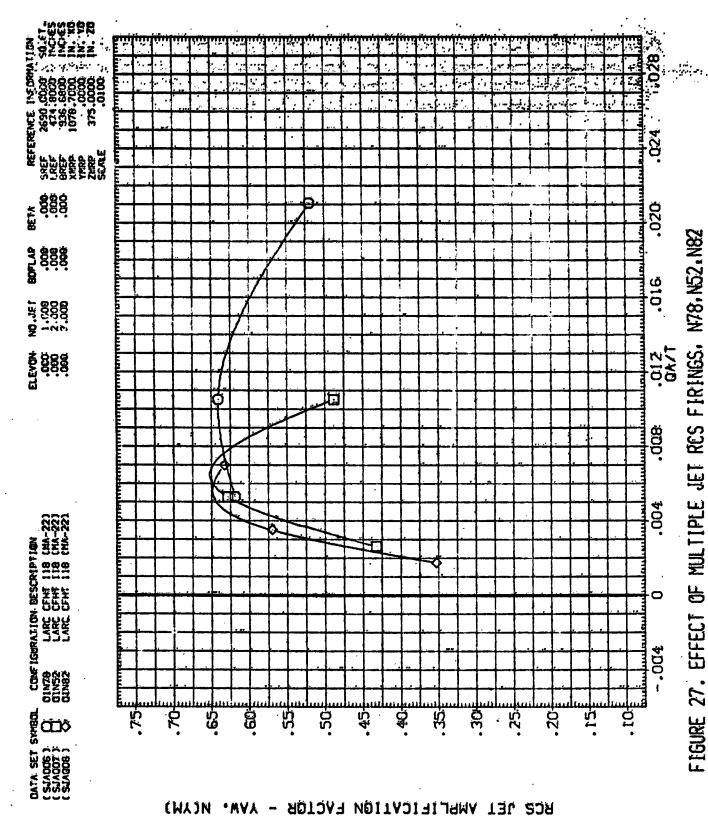
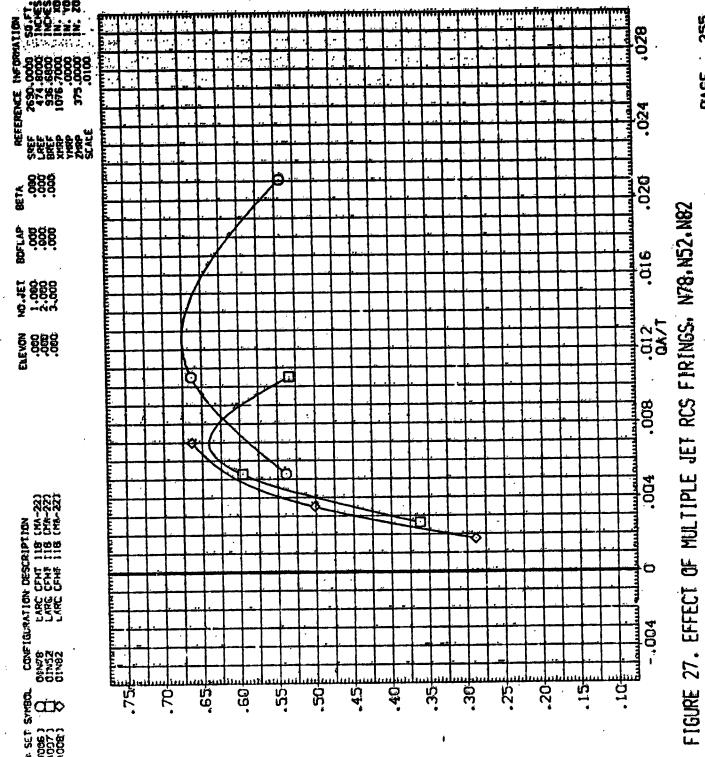


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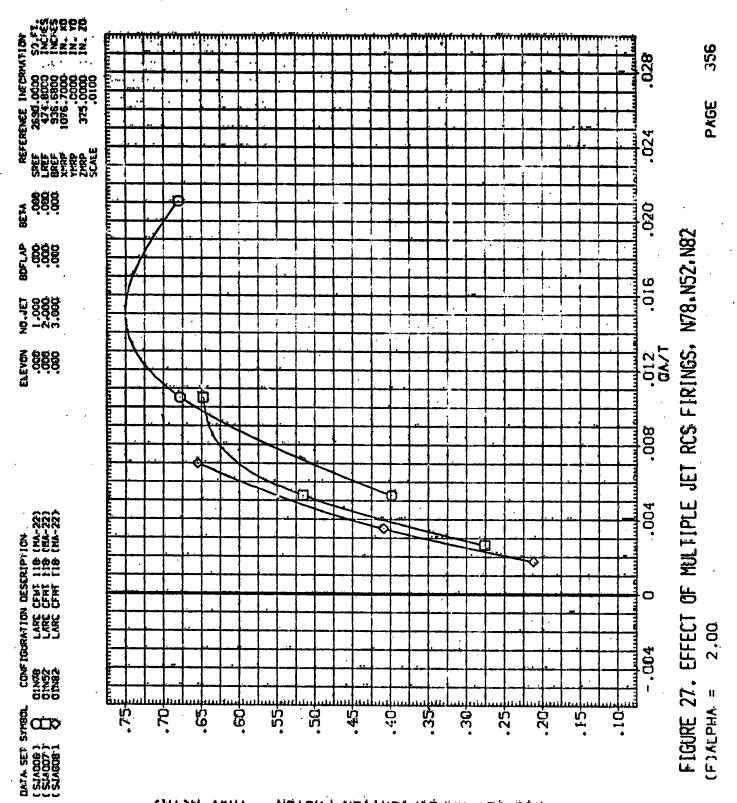
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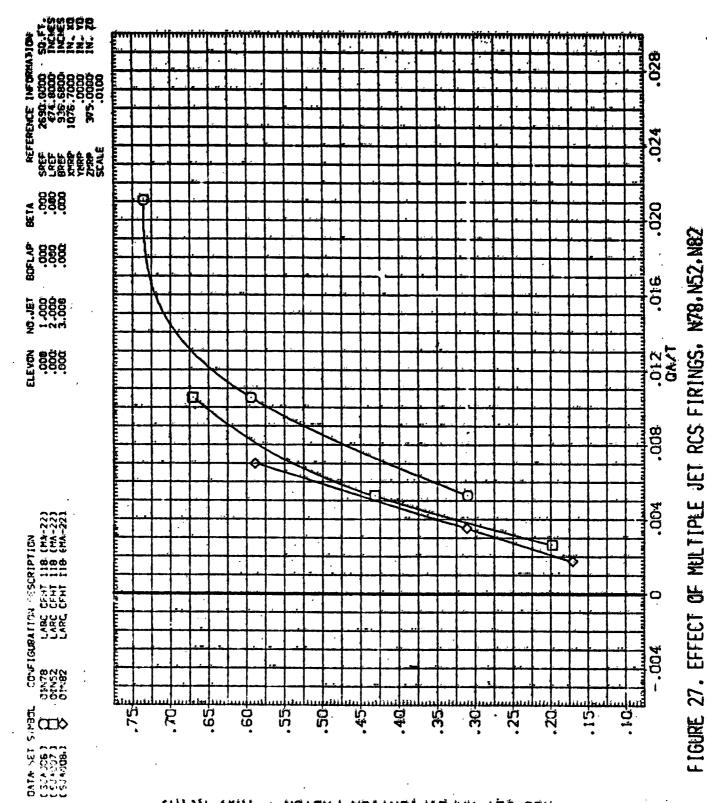
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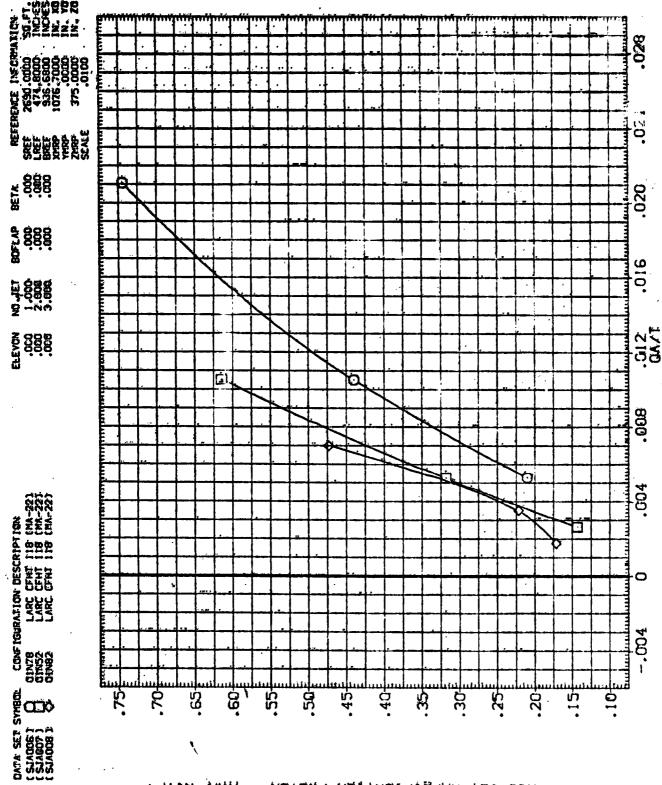
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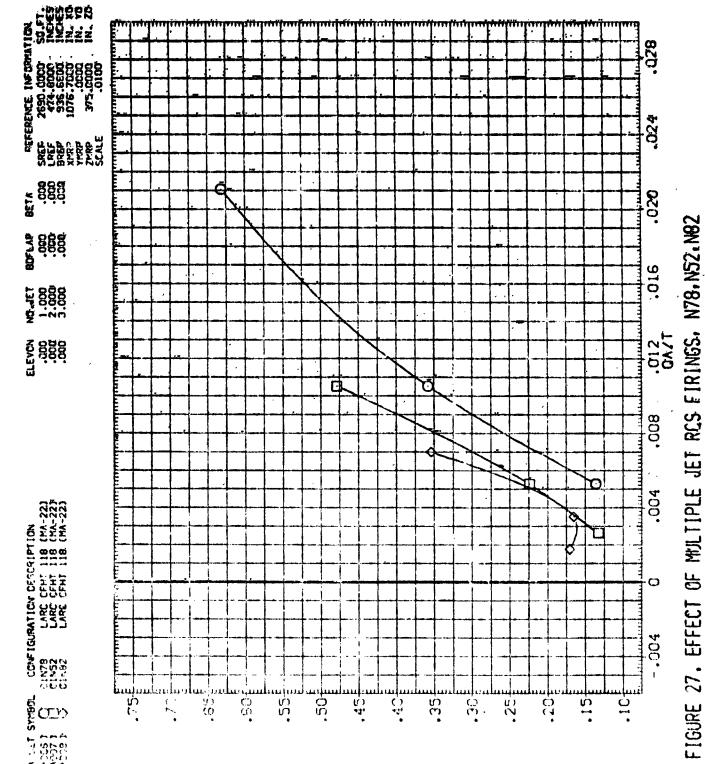
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FIGURE 27. EFFECT OF MULTIPLE JET RCS FIRINGS, N78,N52,N82

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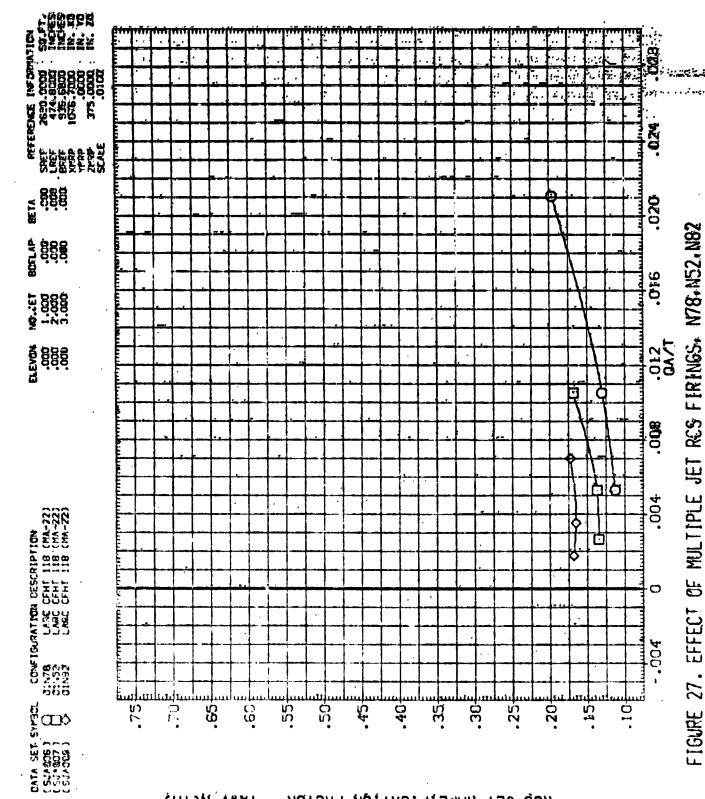
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FIGURE 27. EFFECT OF MULTIPLE JET RCS FIRINGS, N78,N52,N82

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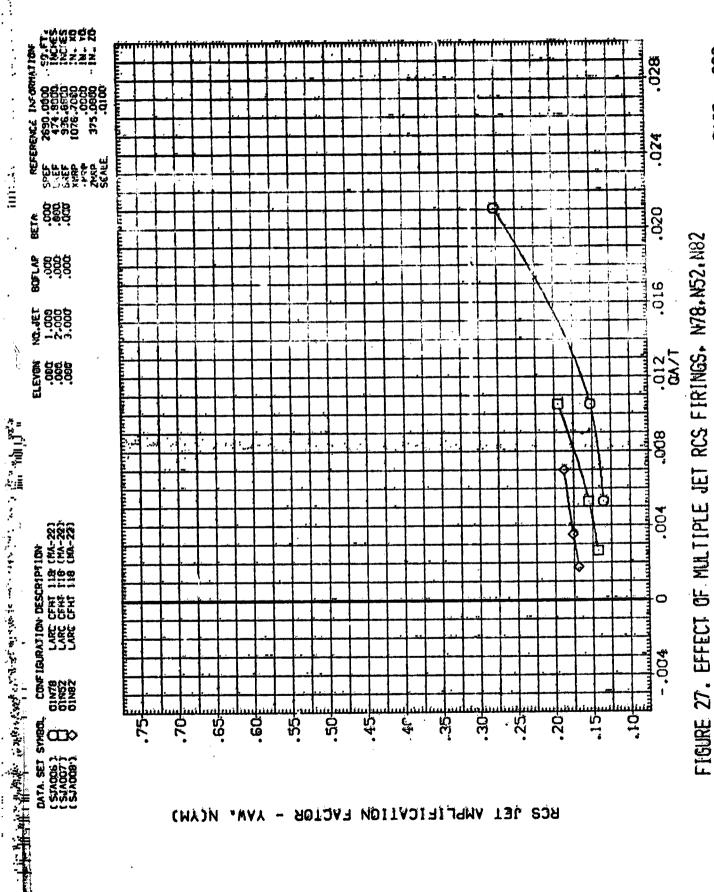
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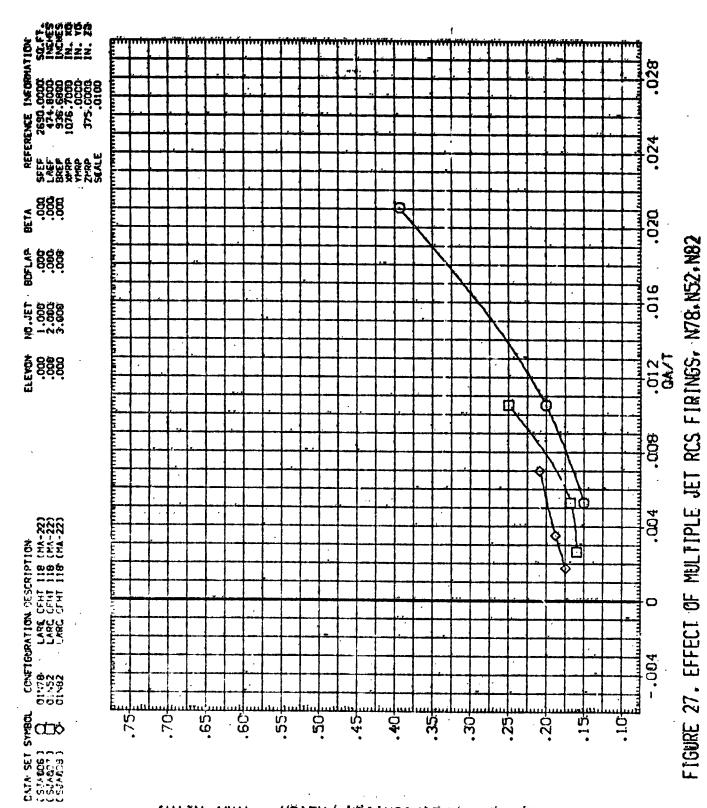
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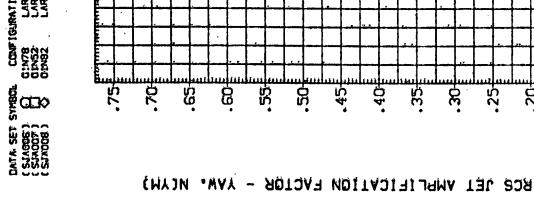
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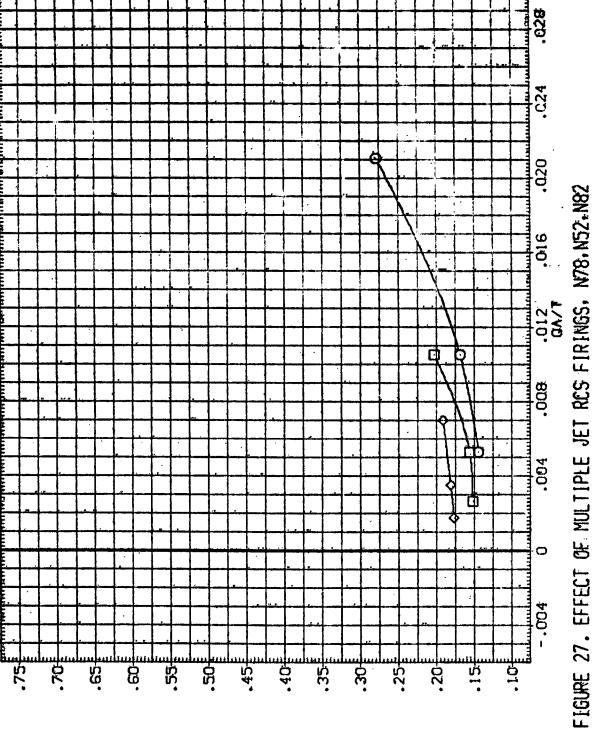


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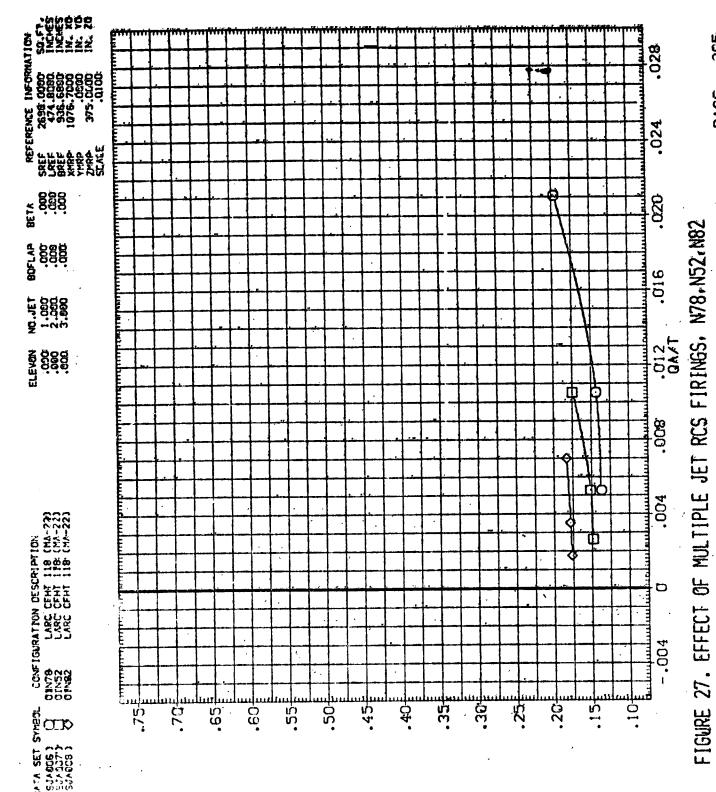
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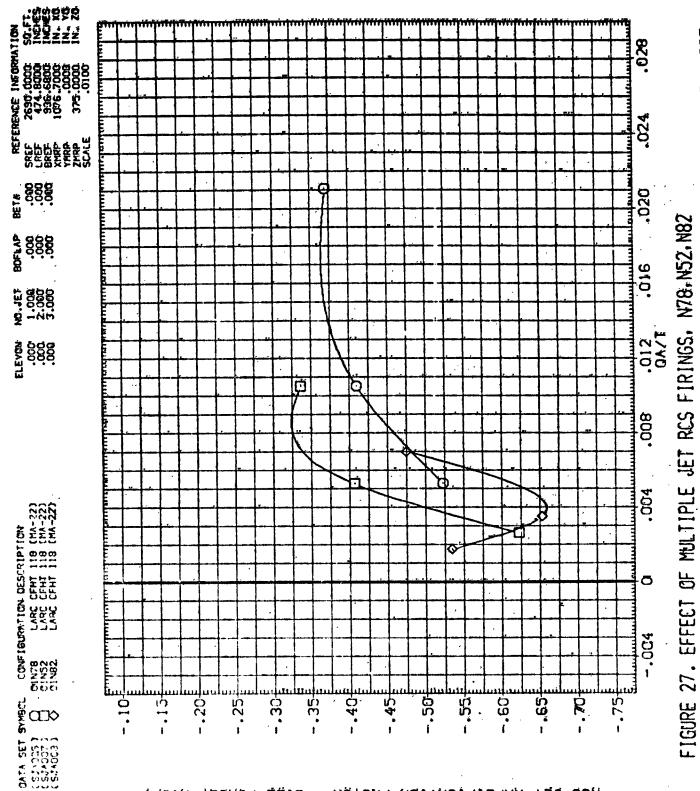
FIGURE 27. EFFECT OF MULTIPLE JET RCS FIRINGS, N78,N52,N82

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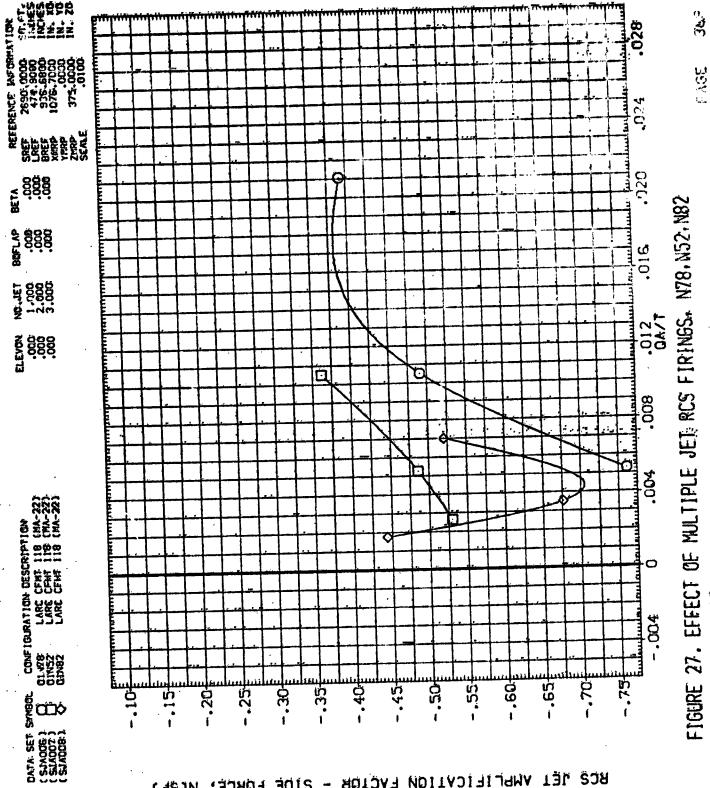
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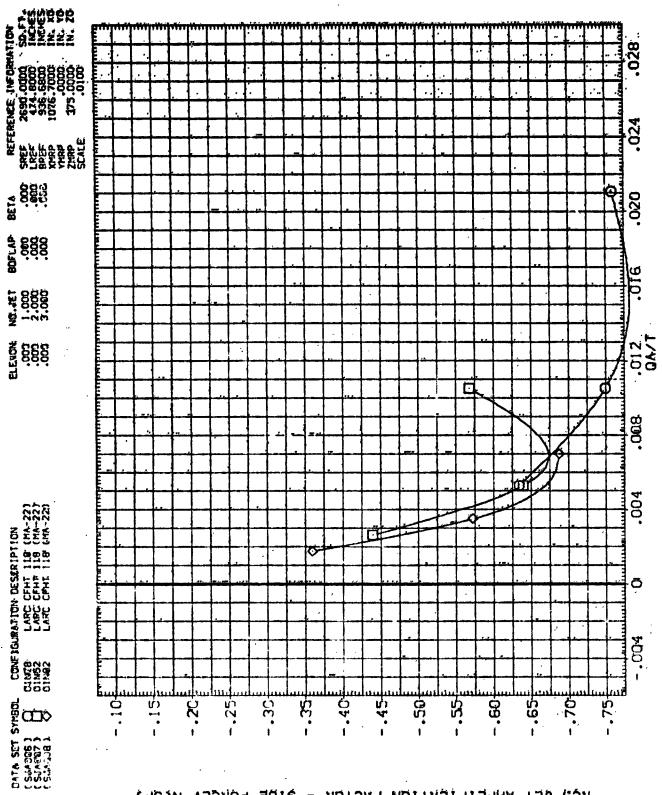
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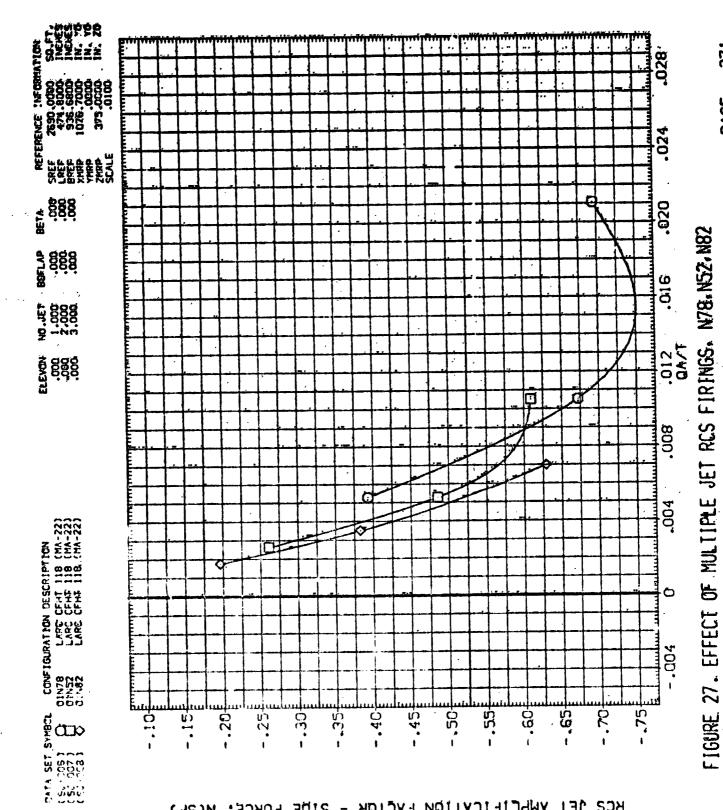
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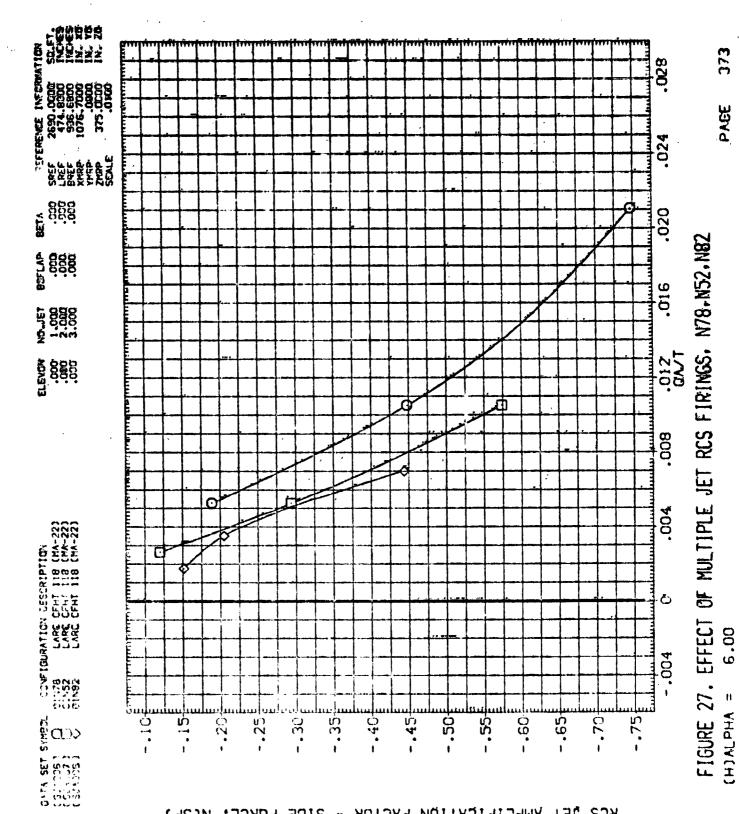
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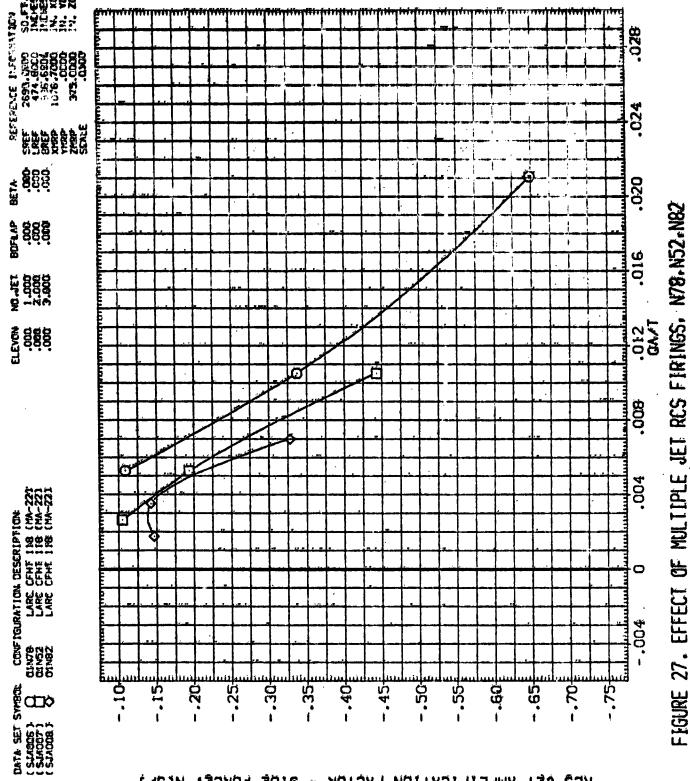
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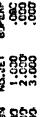
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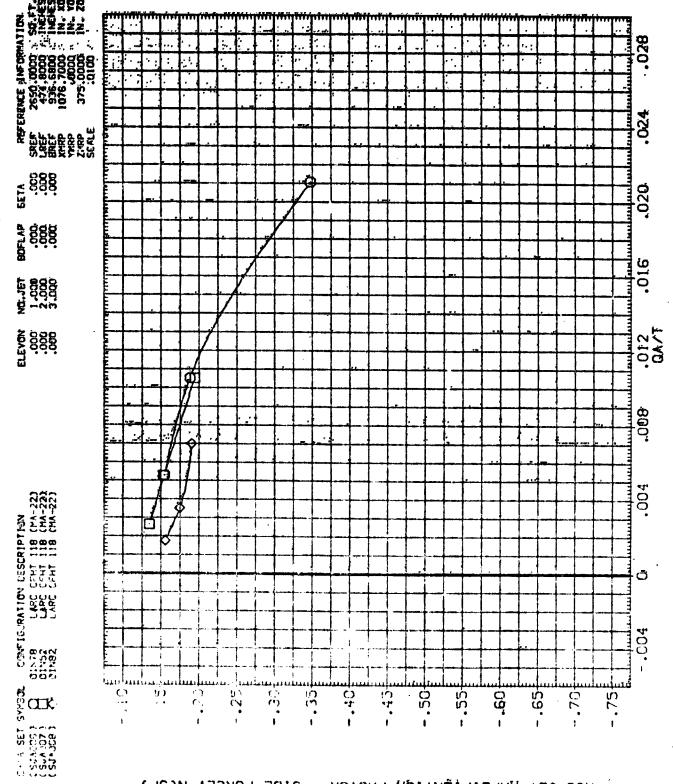
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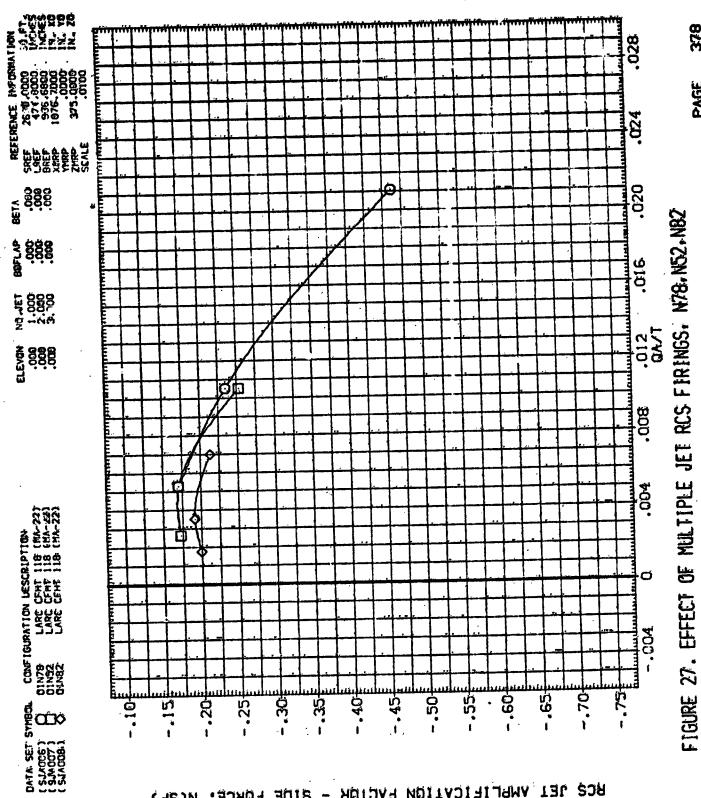
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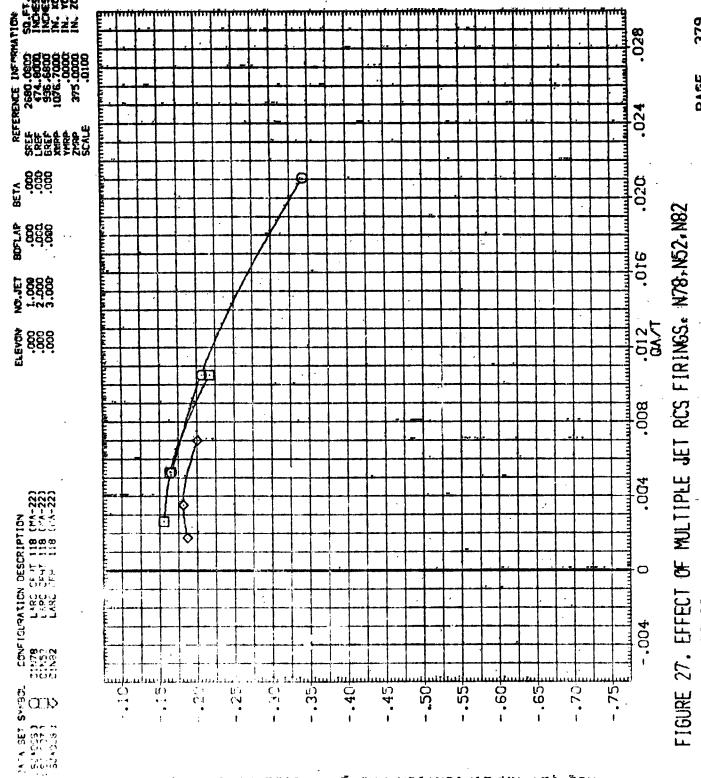
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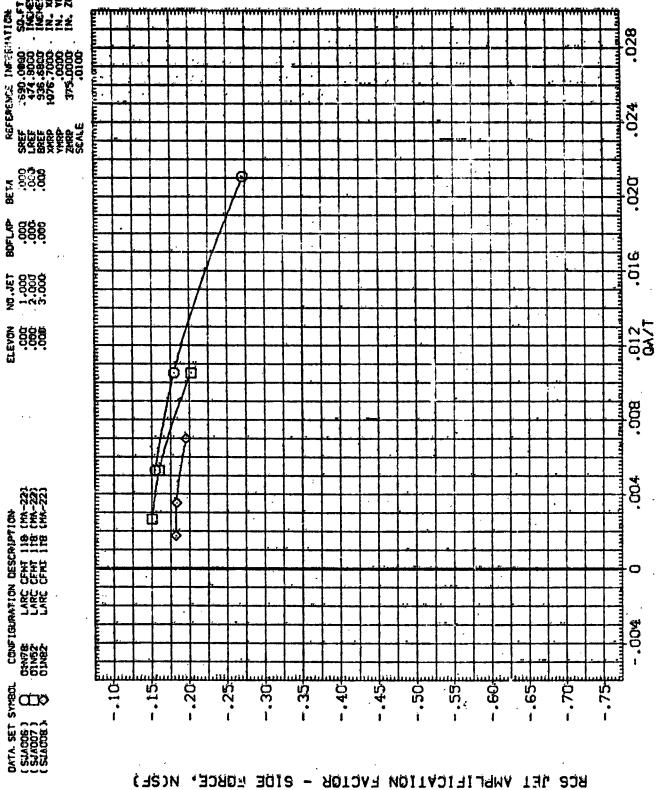


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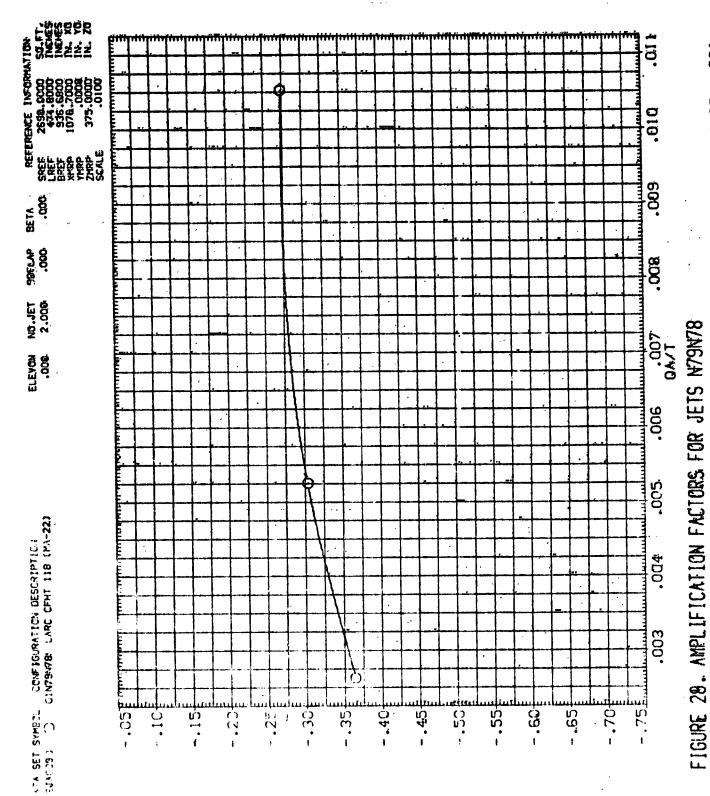
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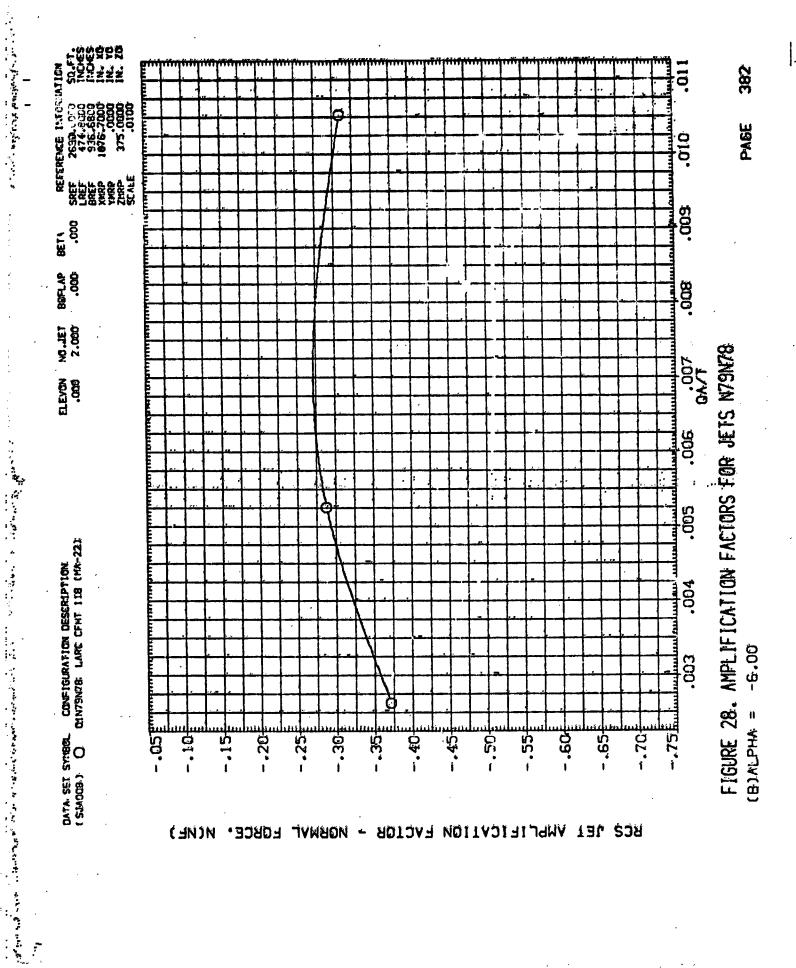
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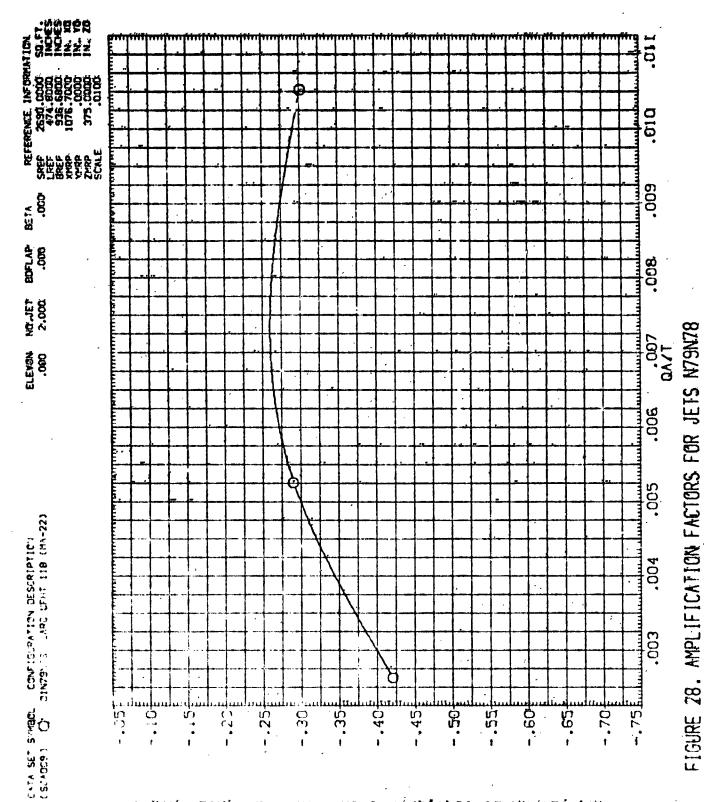
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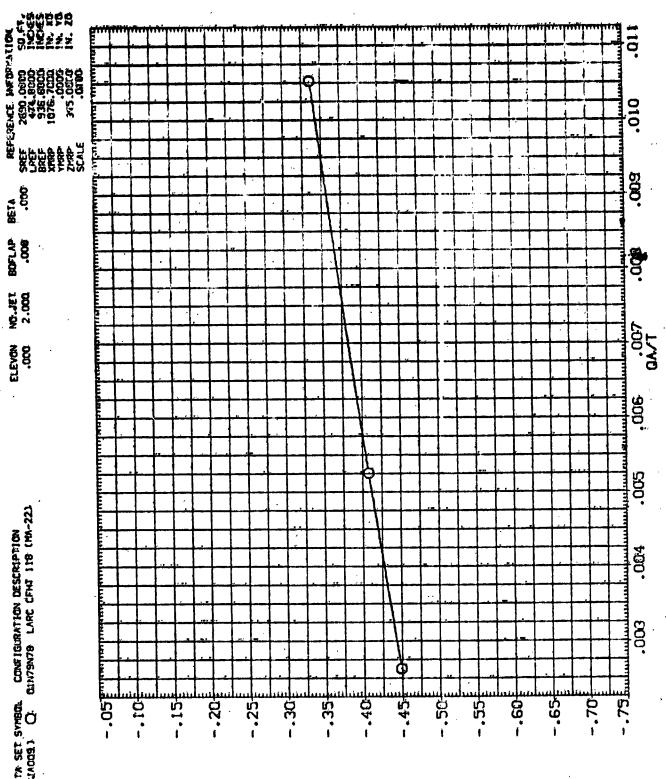


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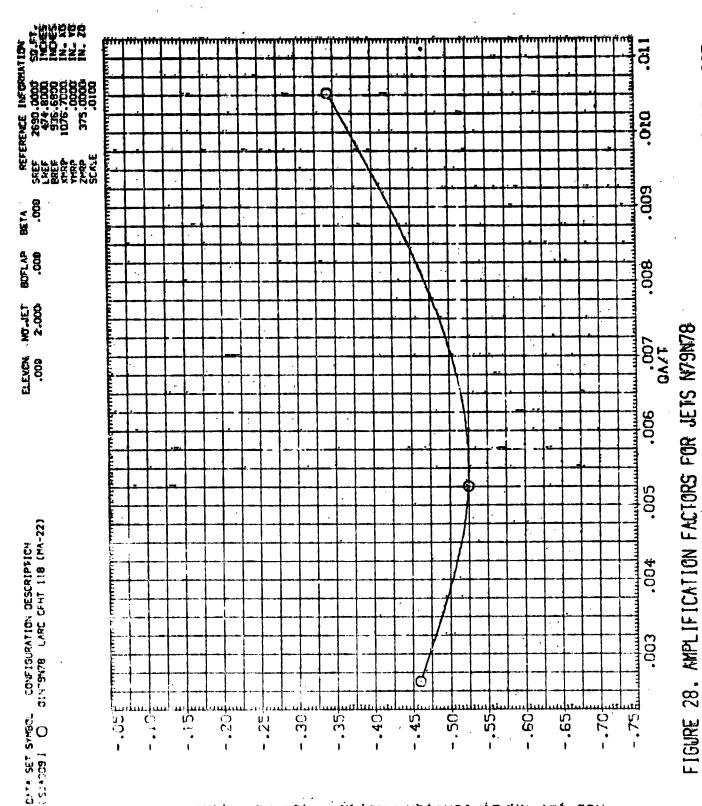
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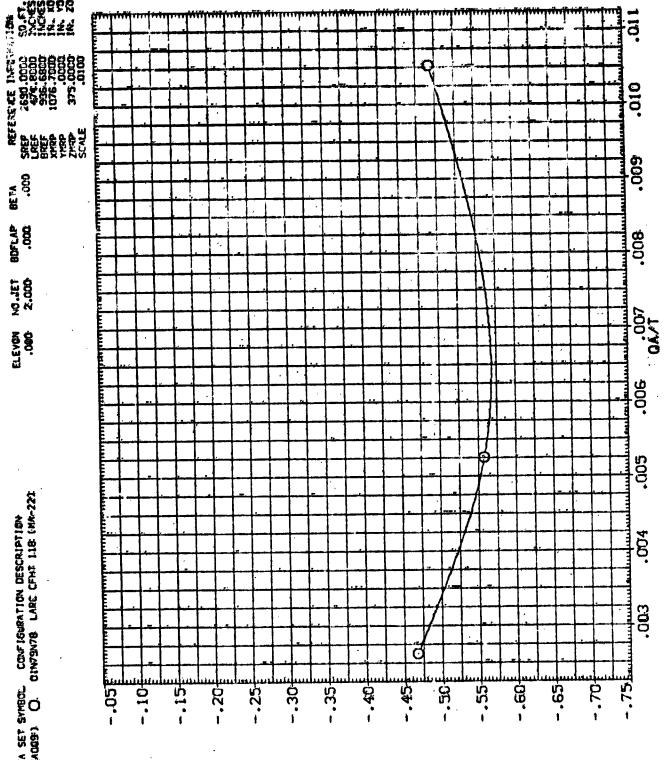


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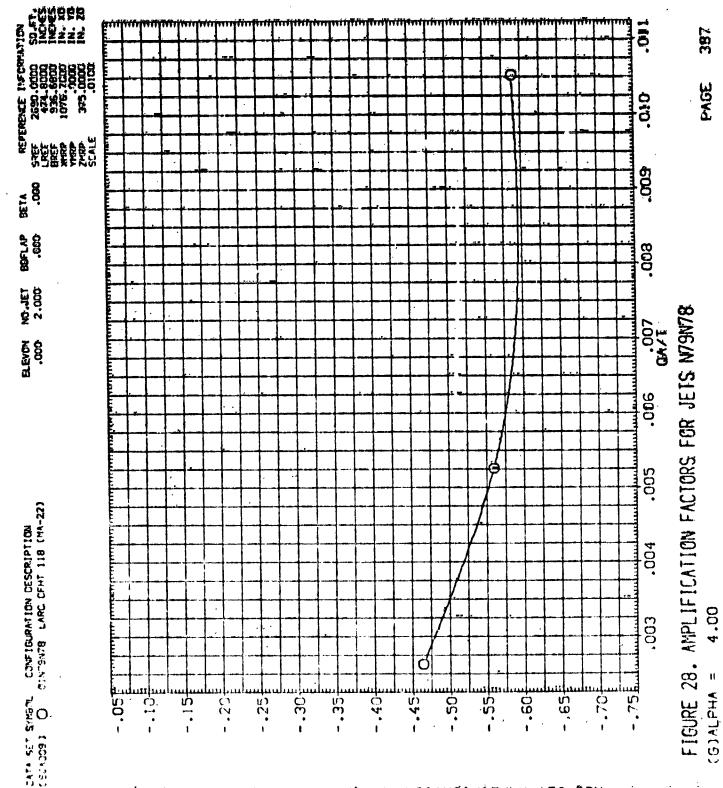
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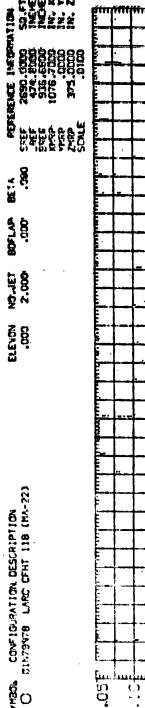
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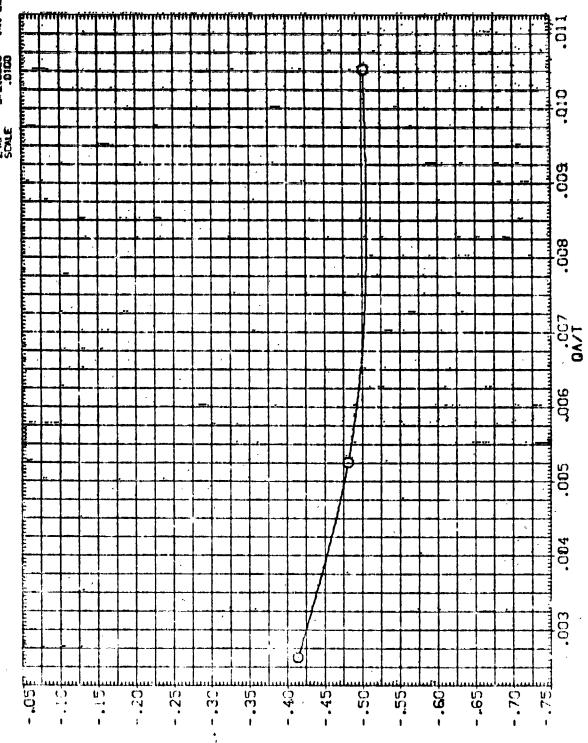
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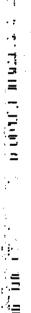


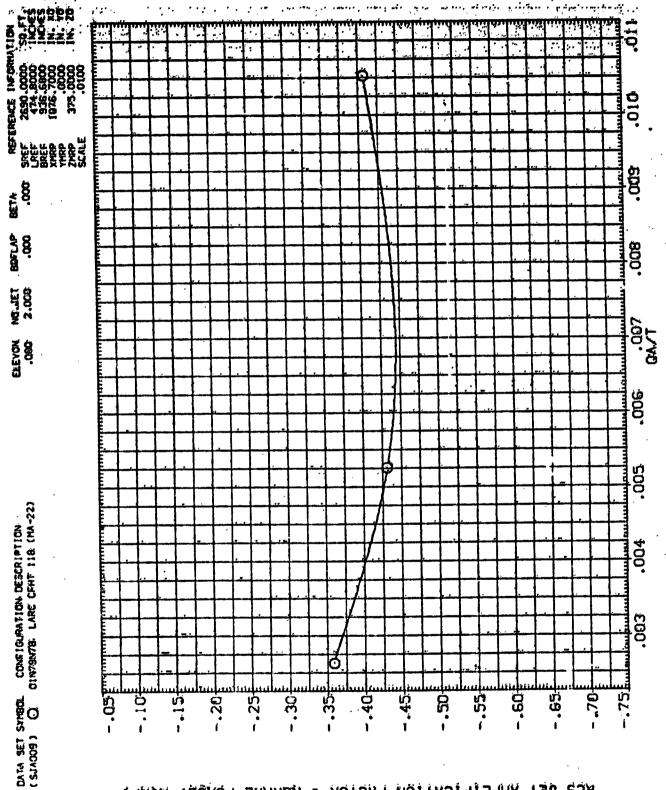


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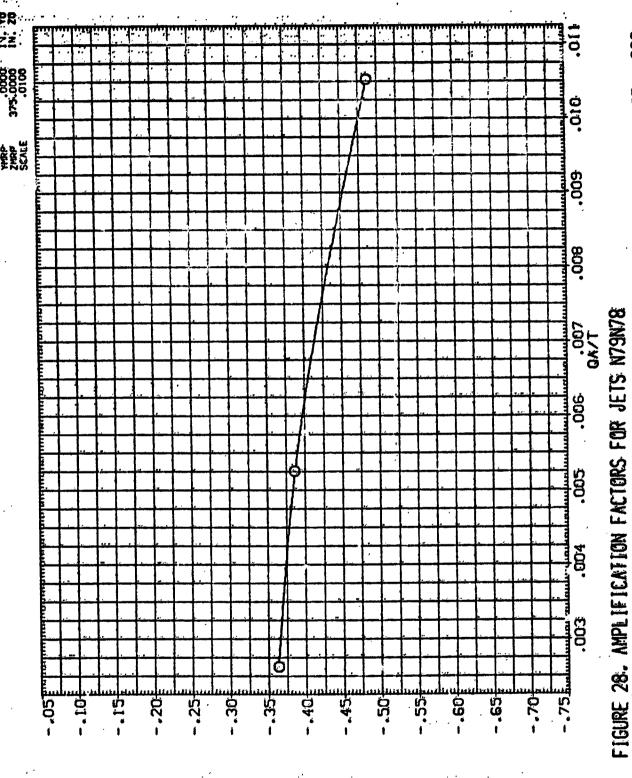


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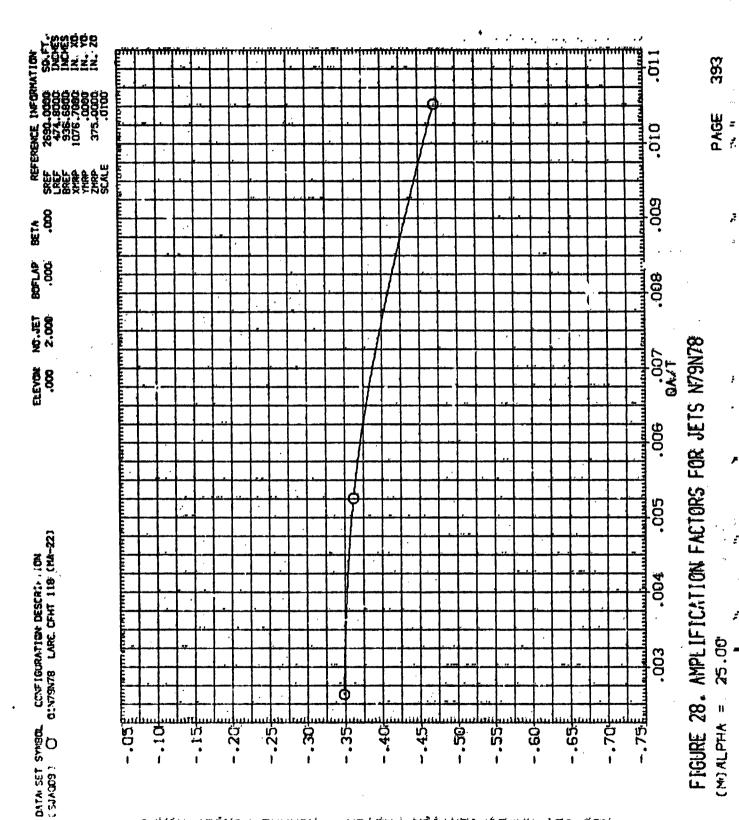
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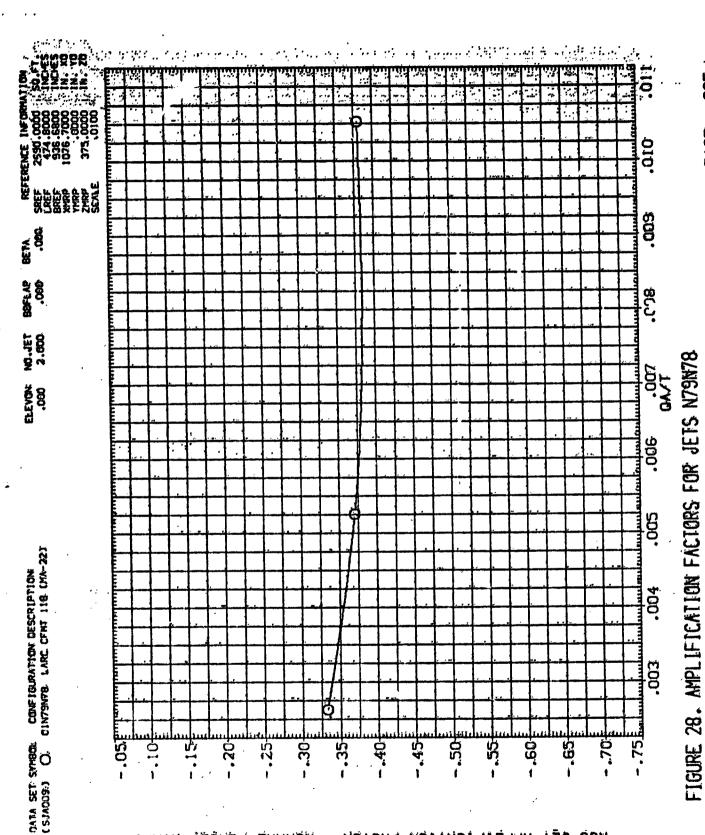
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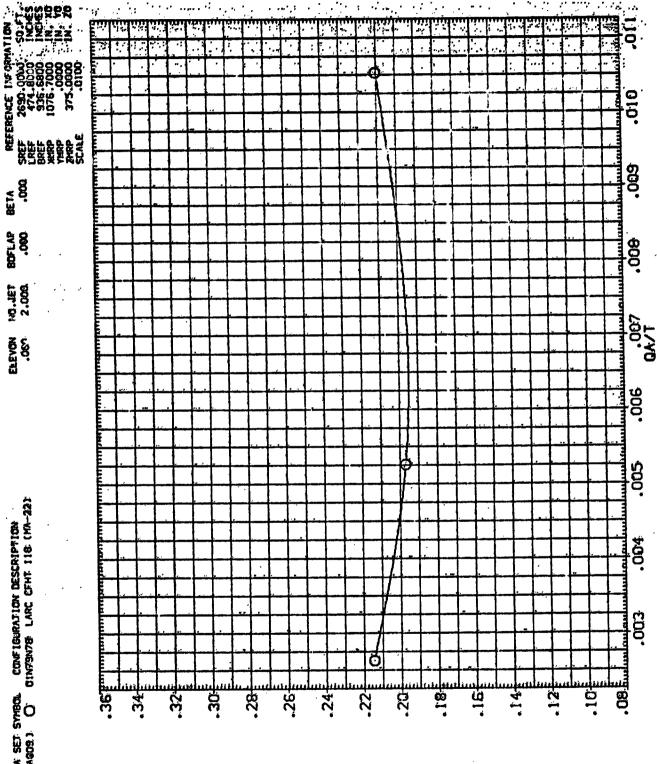
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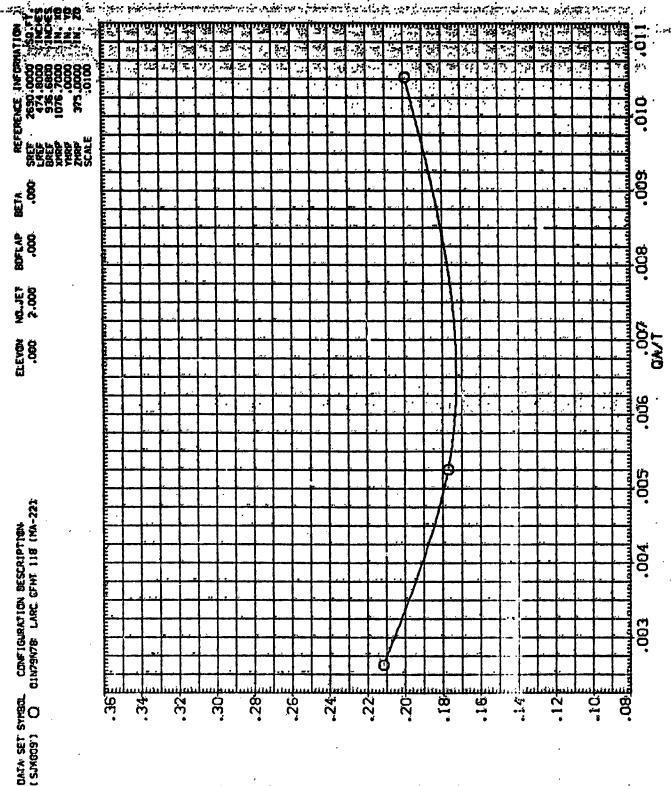


FIGURE 28. AMPLIFICATION FACTORS FOR JETS N79N78 (B)ALPHA =

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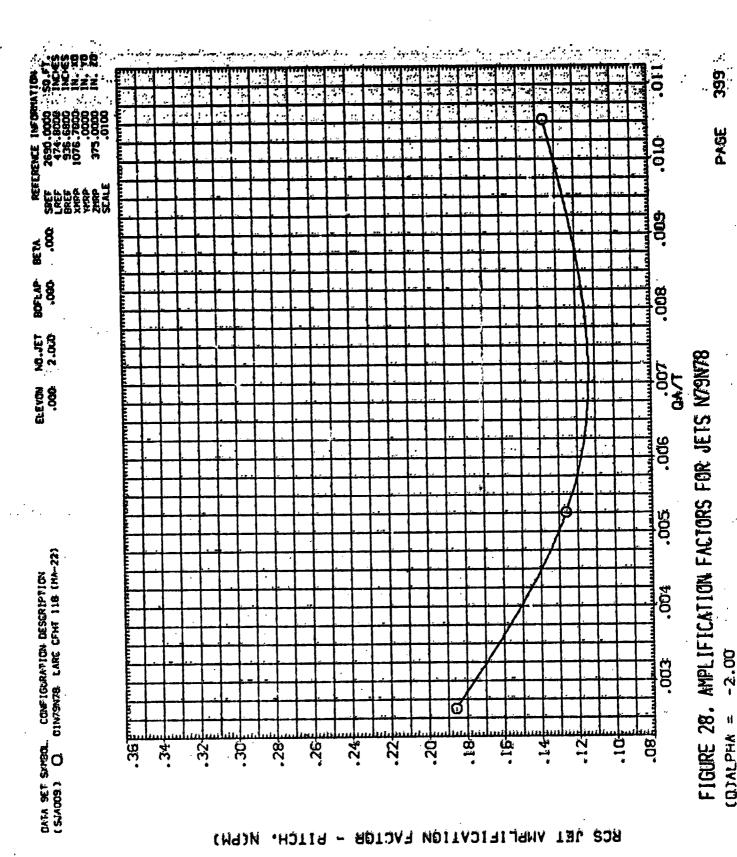
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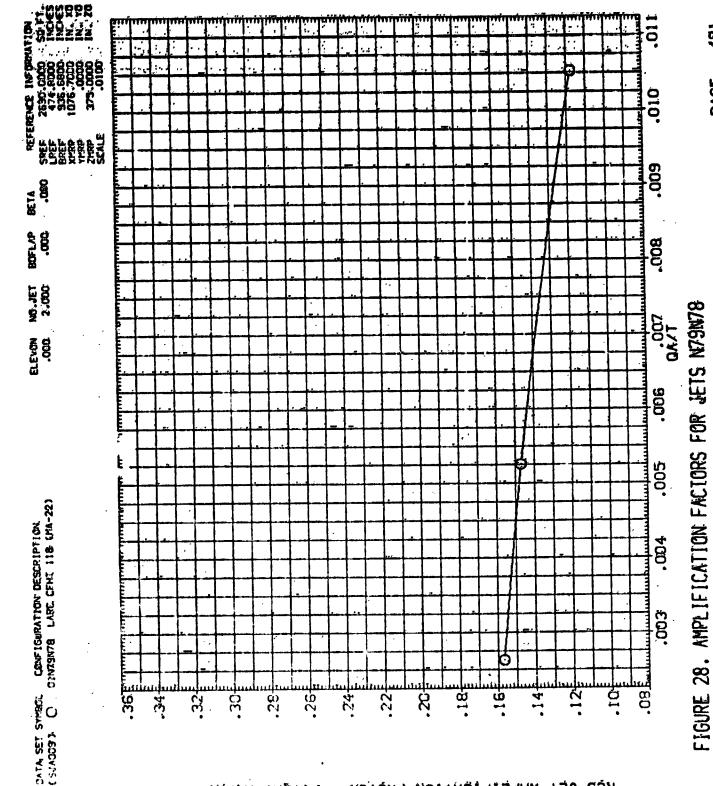
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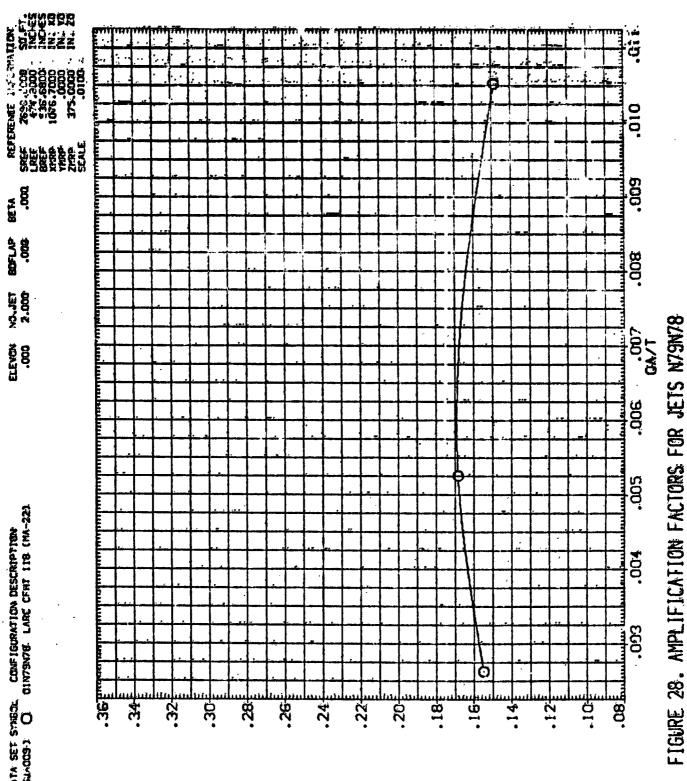
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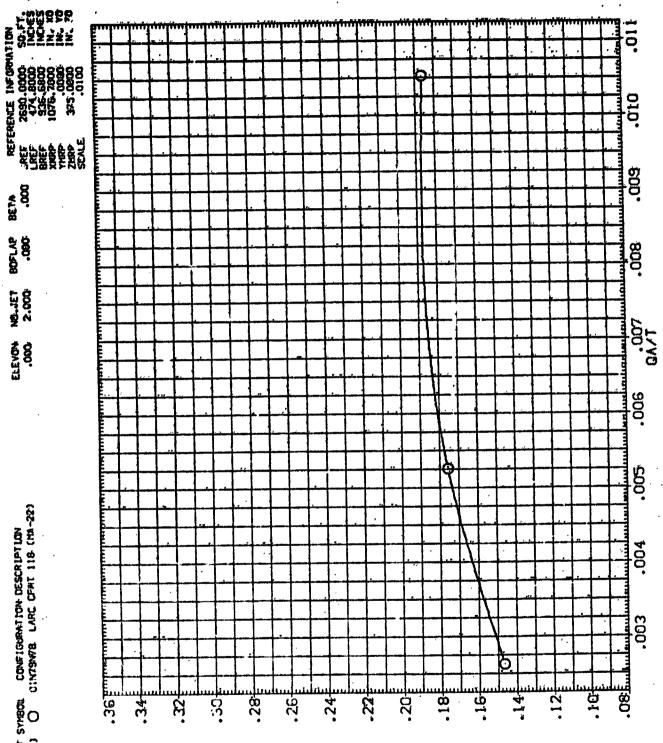
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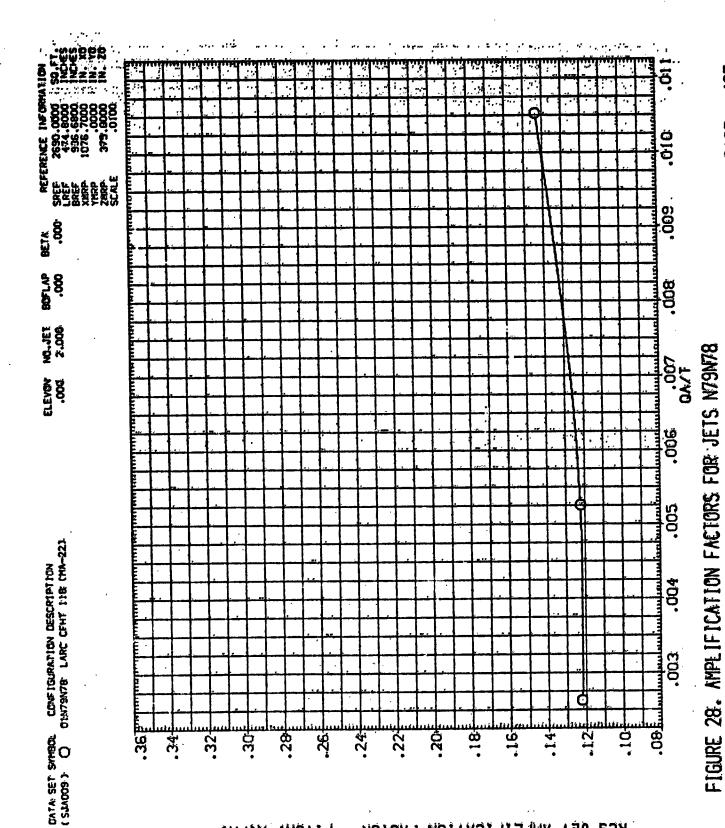
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FIGURE 28. AMPLIFICATION FACTORS FOR JETS N79N78

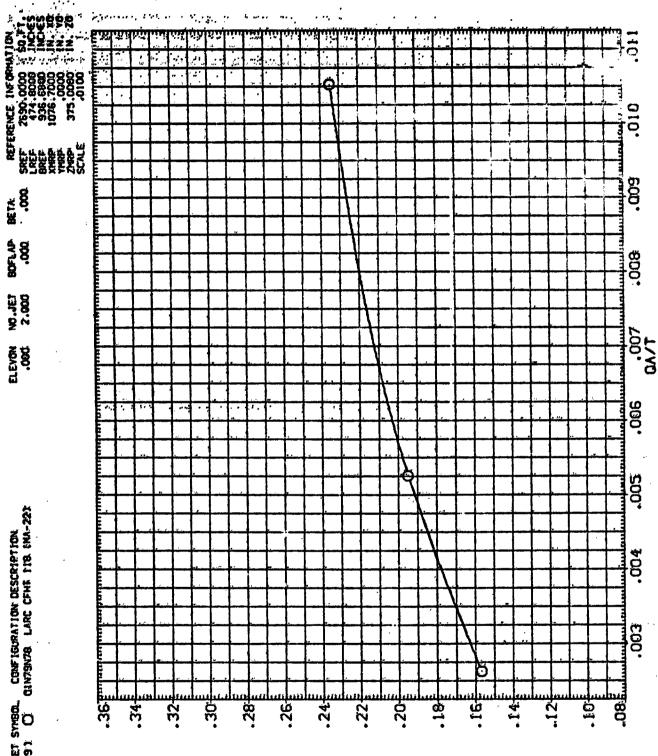
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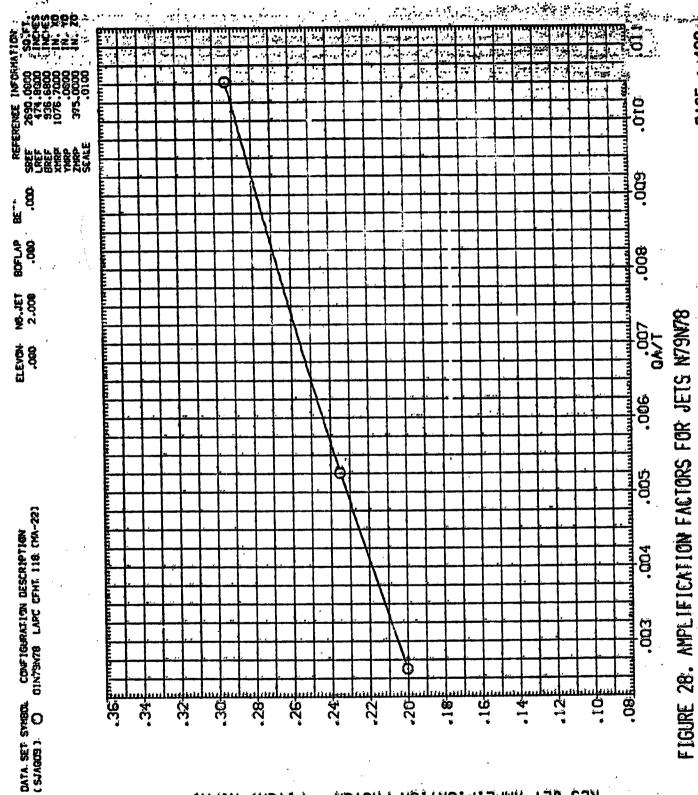
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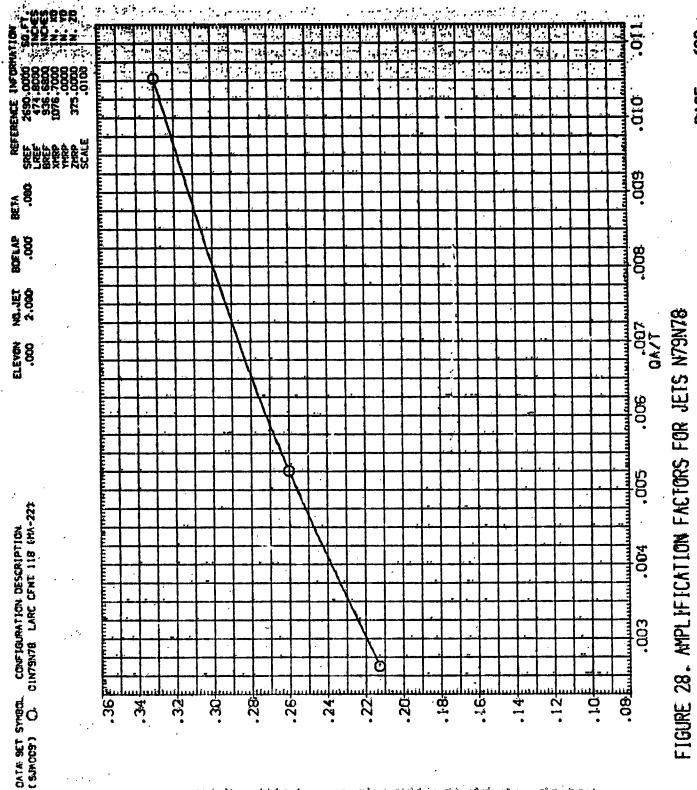
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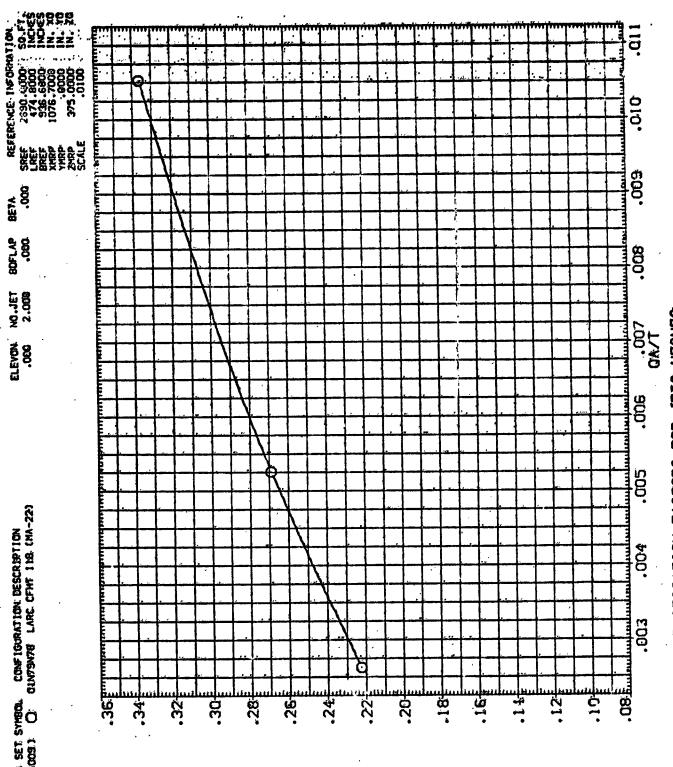
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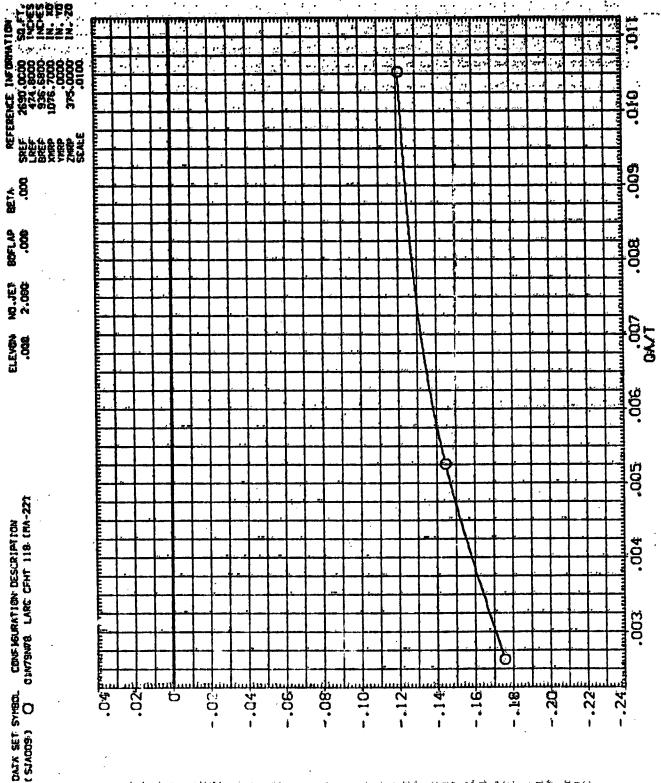
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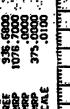


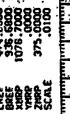


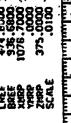


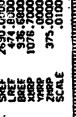




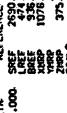


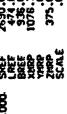


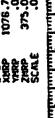


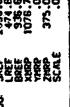


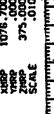


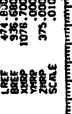


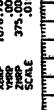


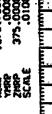


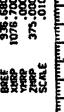


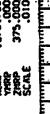


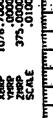




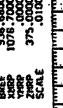


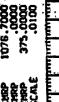


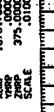




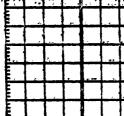




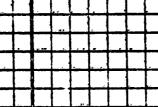




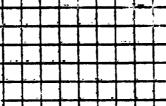












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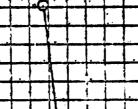
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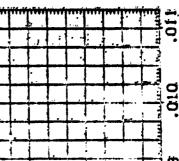








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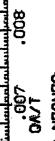








FIGURE 28. AMPLIFICATION FACTORS FOR JETS N79N78

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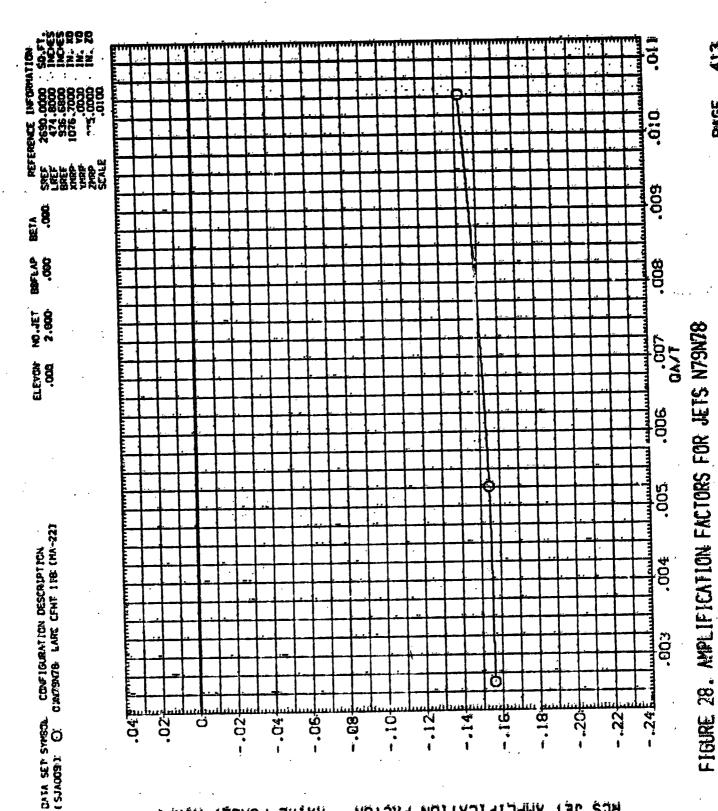
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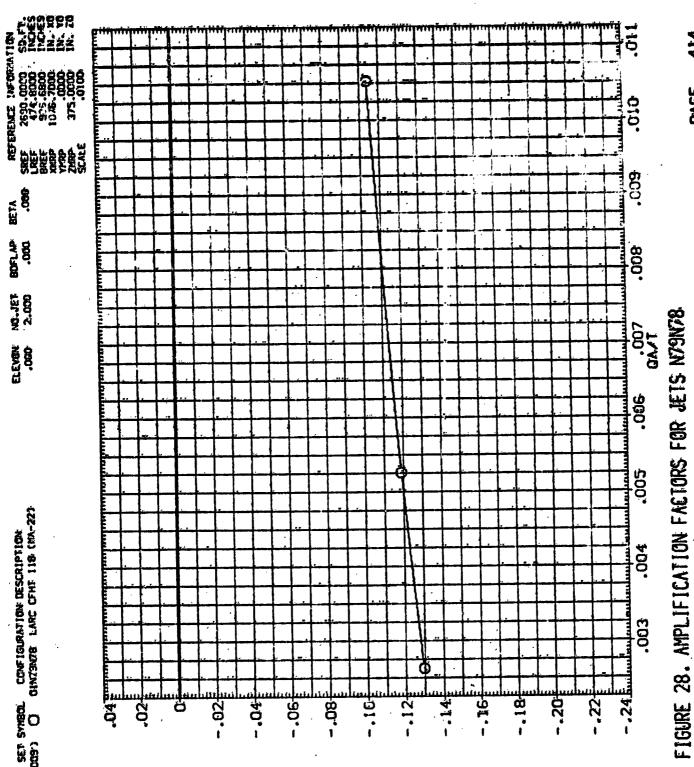
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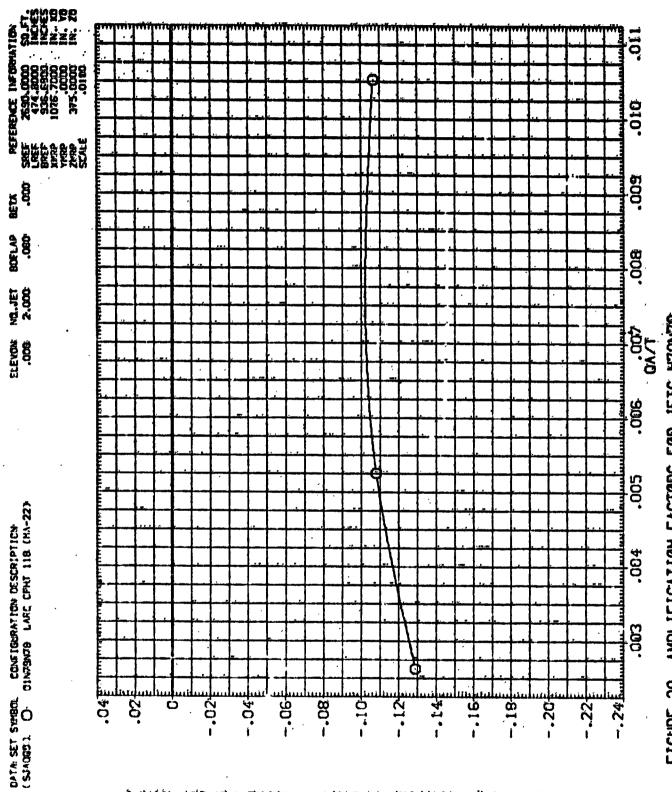
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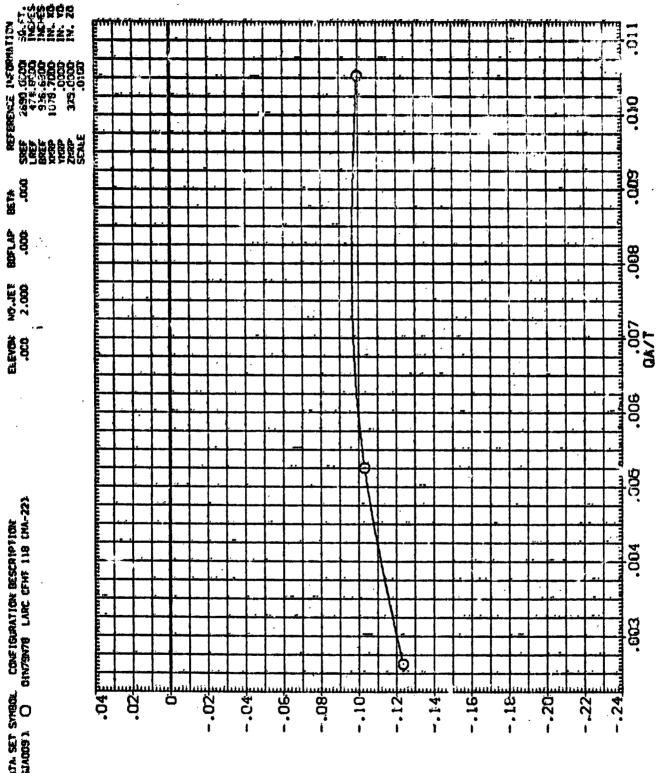
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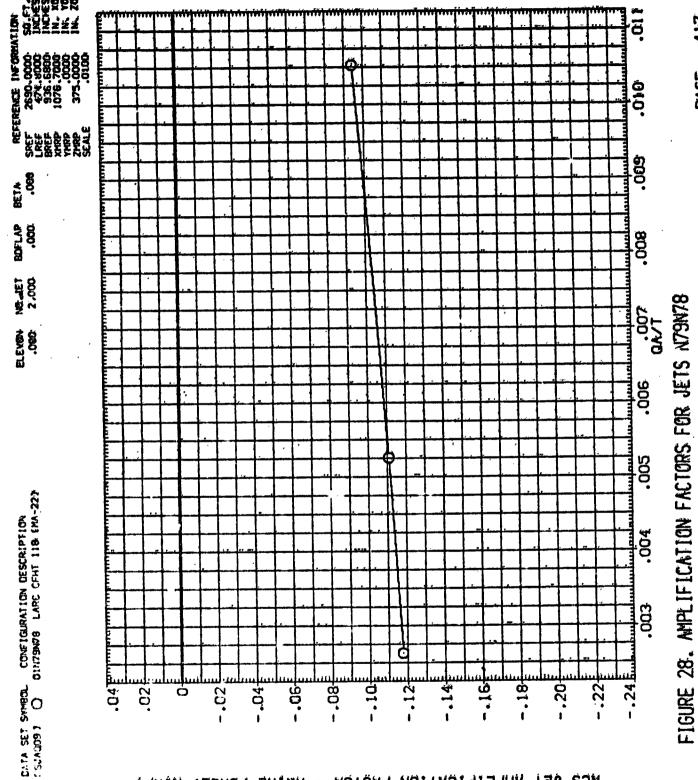




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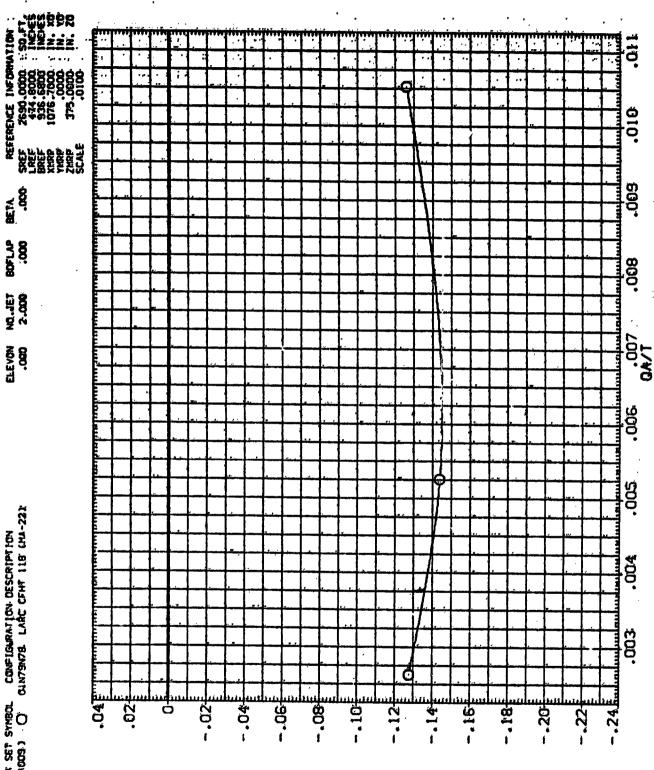
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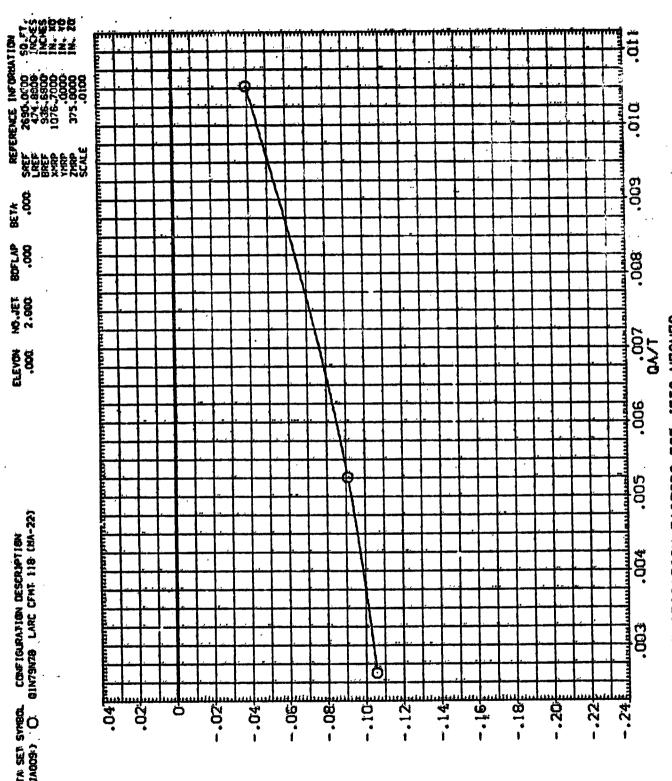
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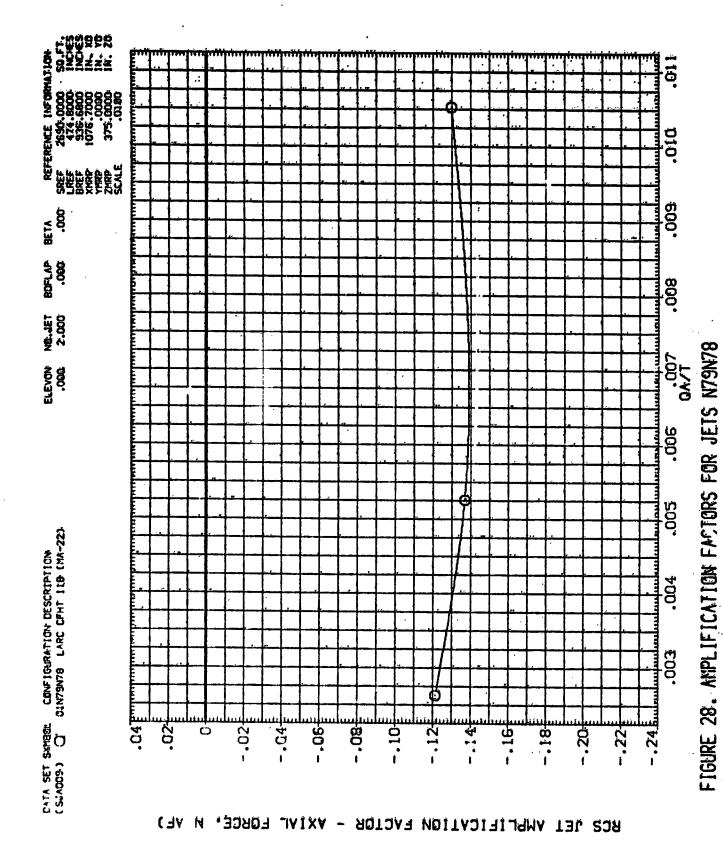
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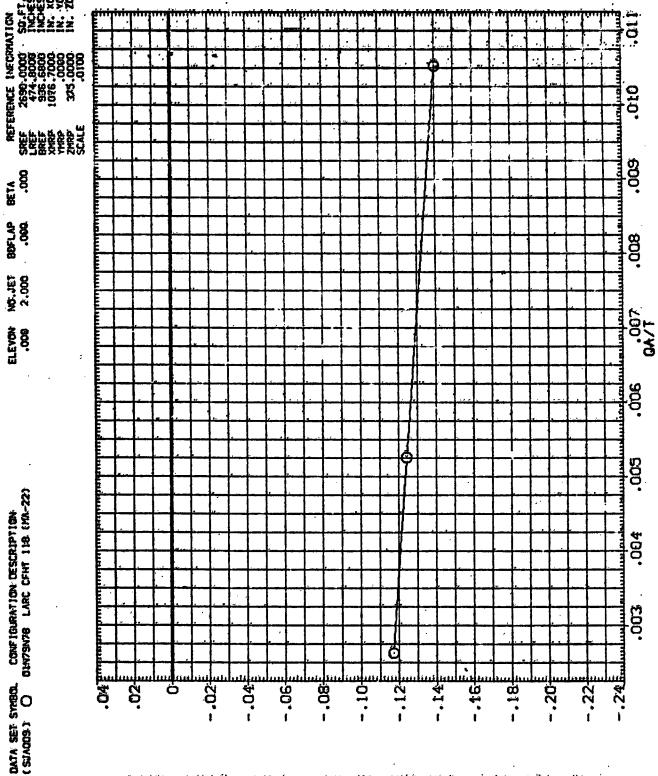
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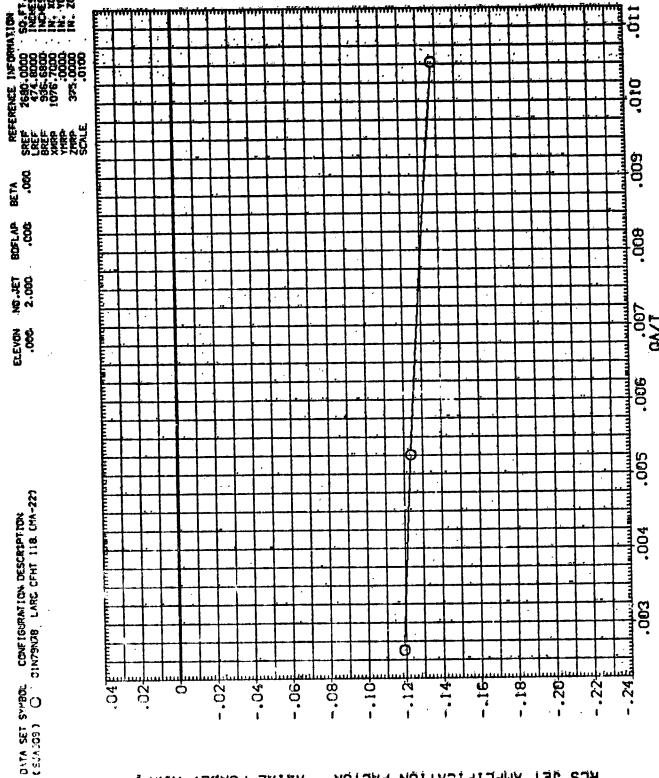


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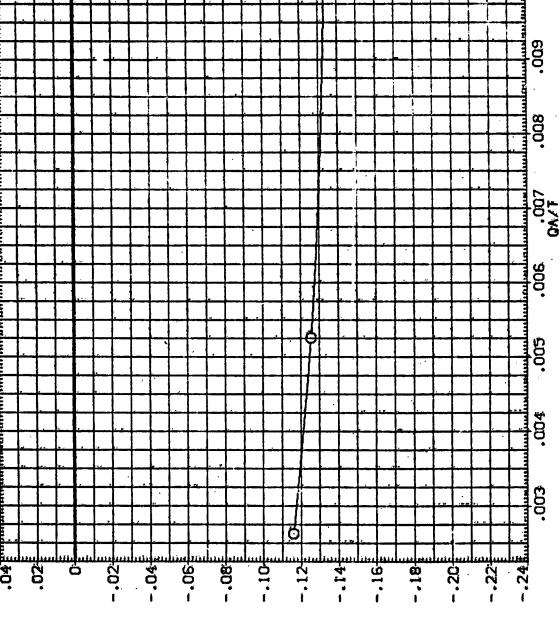
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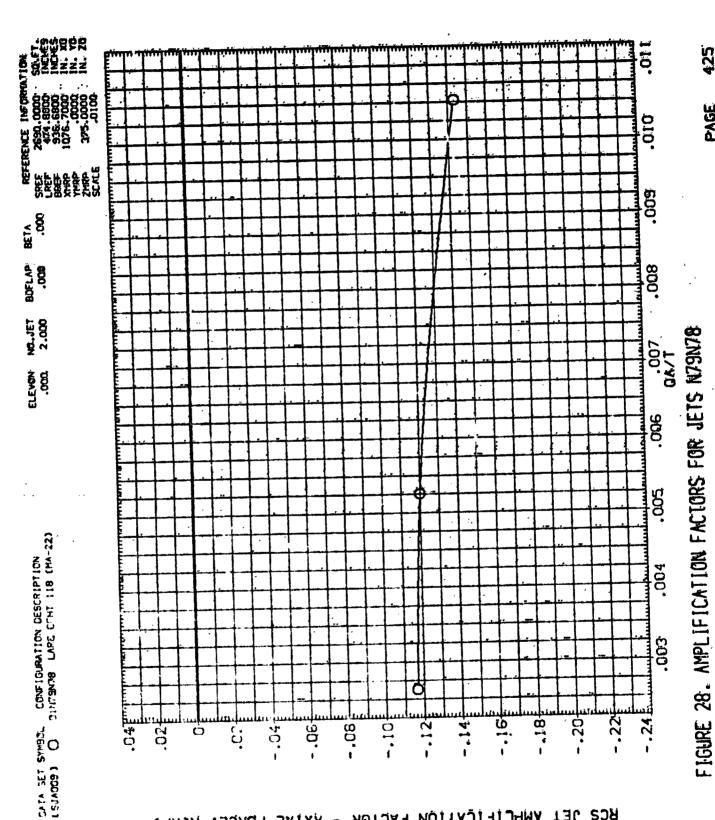
FIGURE 28. AMPLIFICATION FACTORS FOR JETS NZ9W78

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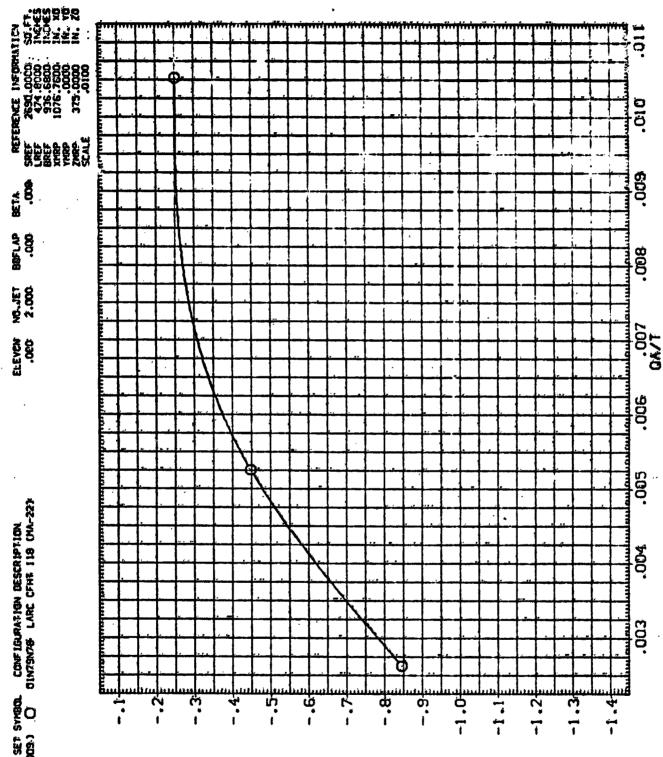


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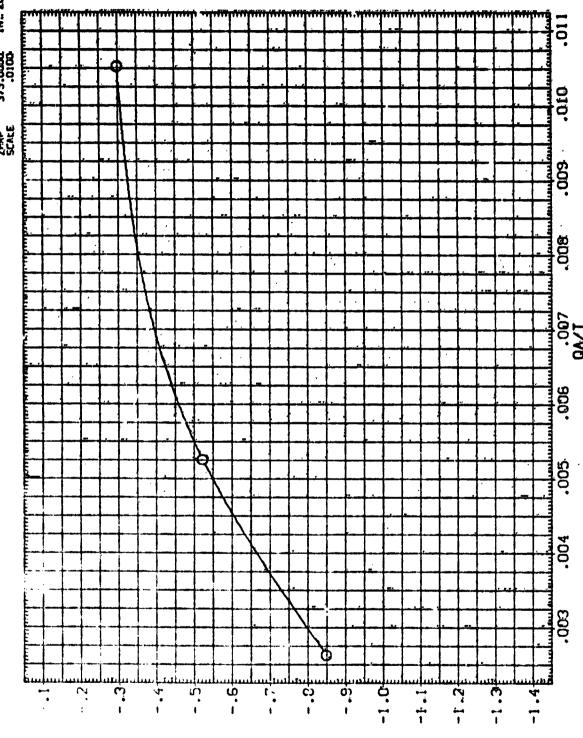
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FIGURE 28. AMPLIFICATION FACTORS FOR JETS N79N78

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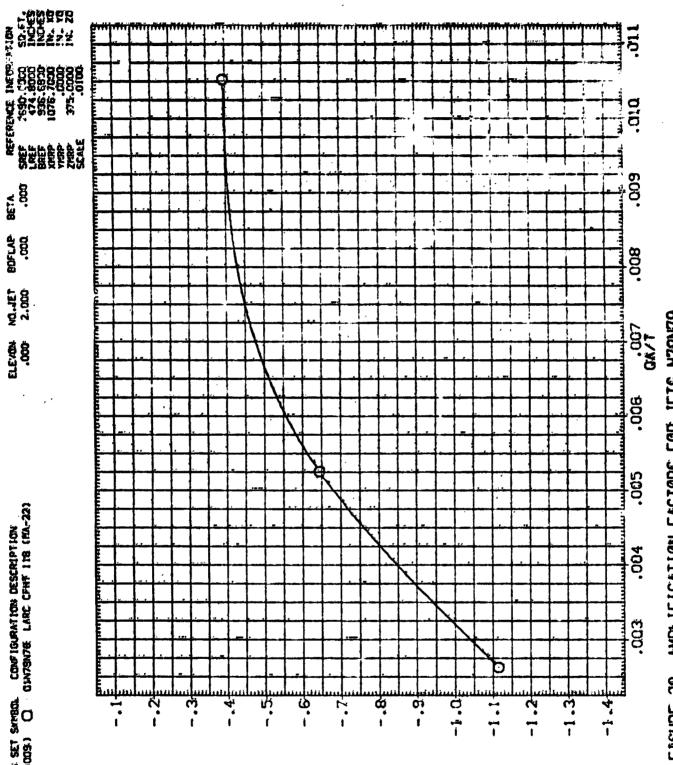


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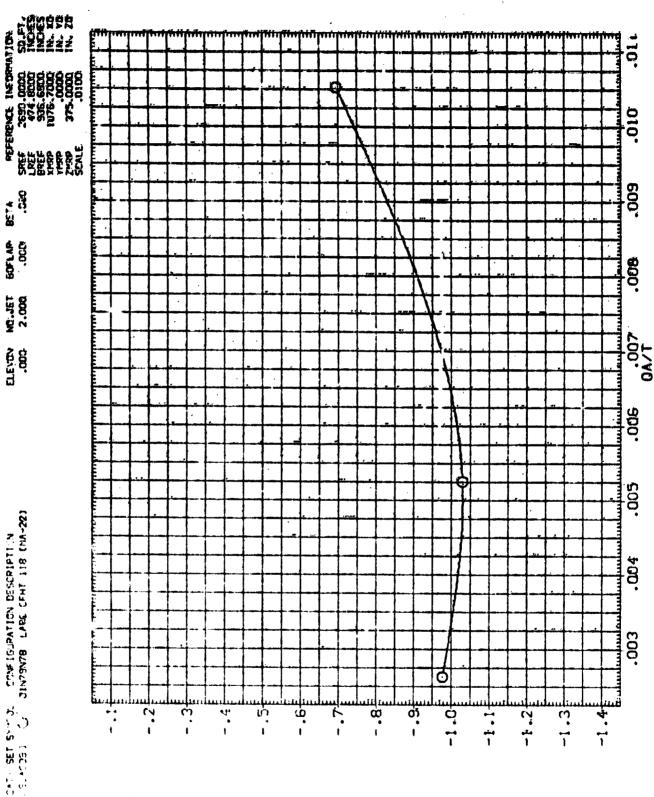


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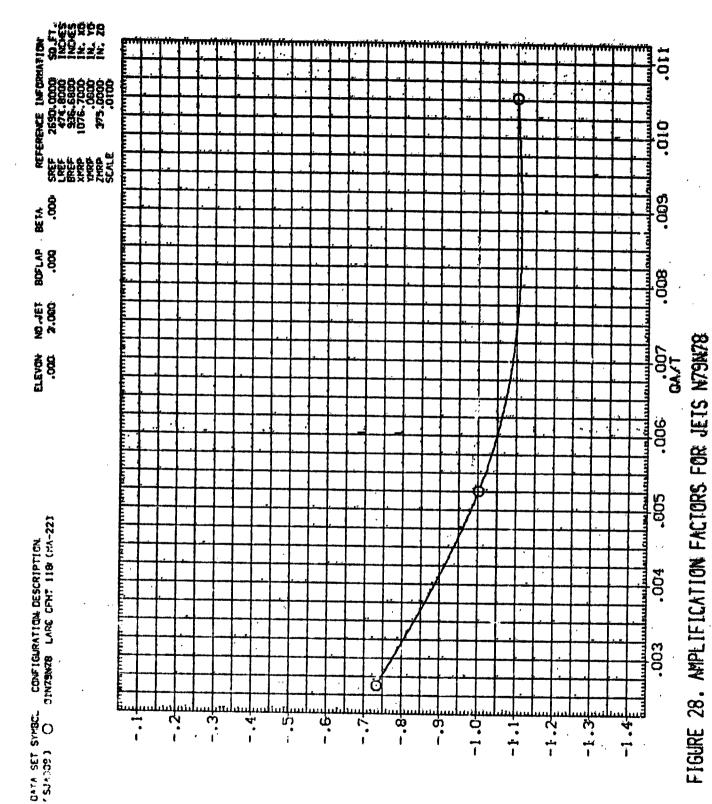
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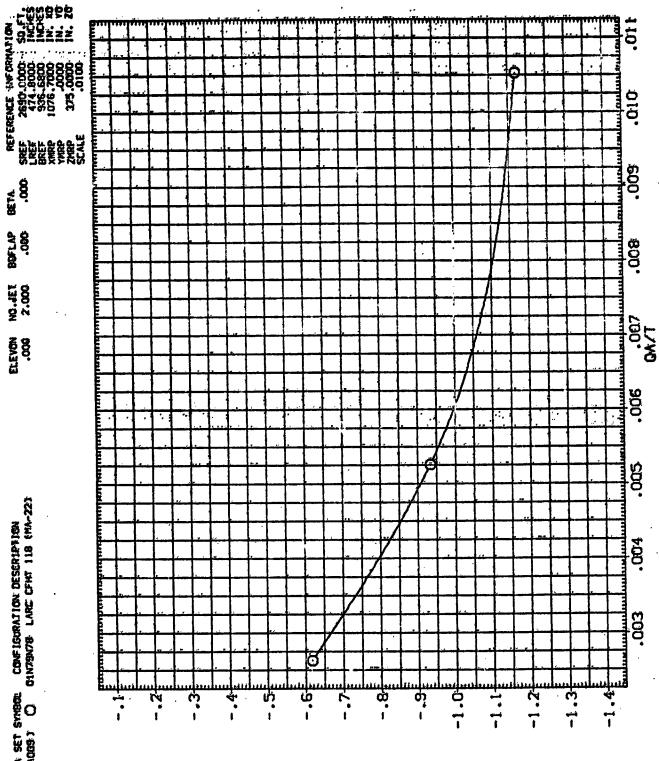
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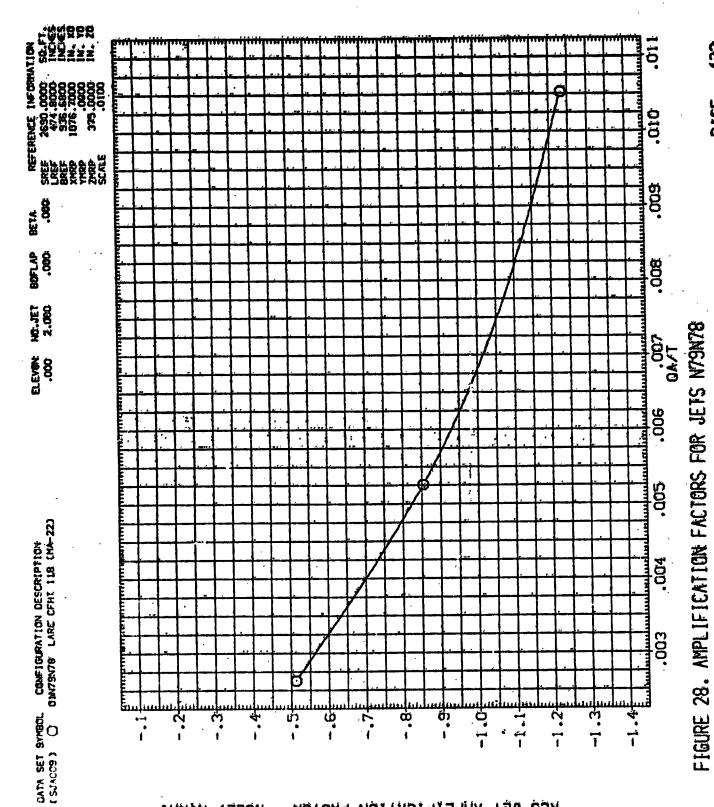
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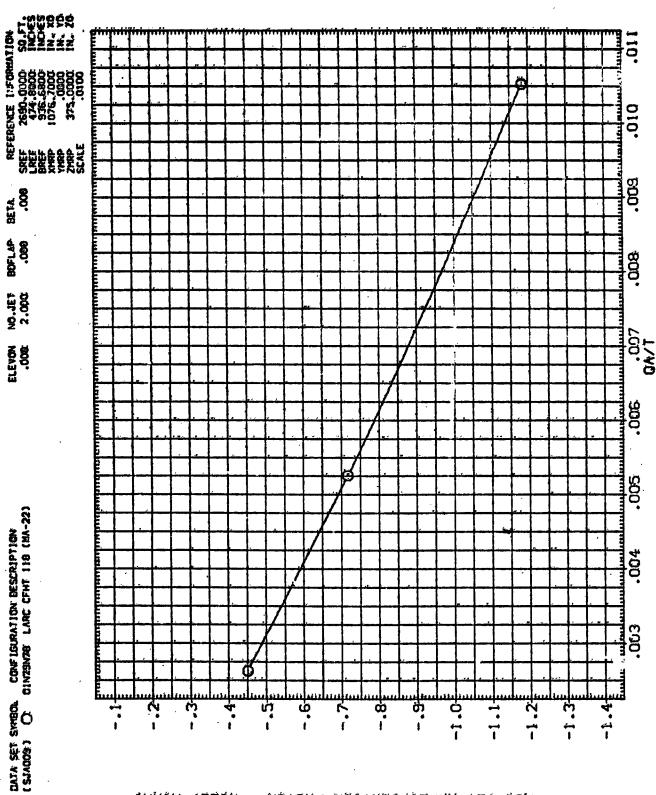
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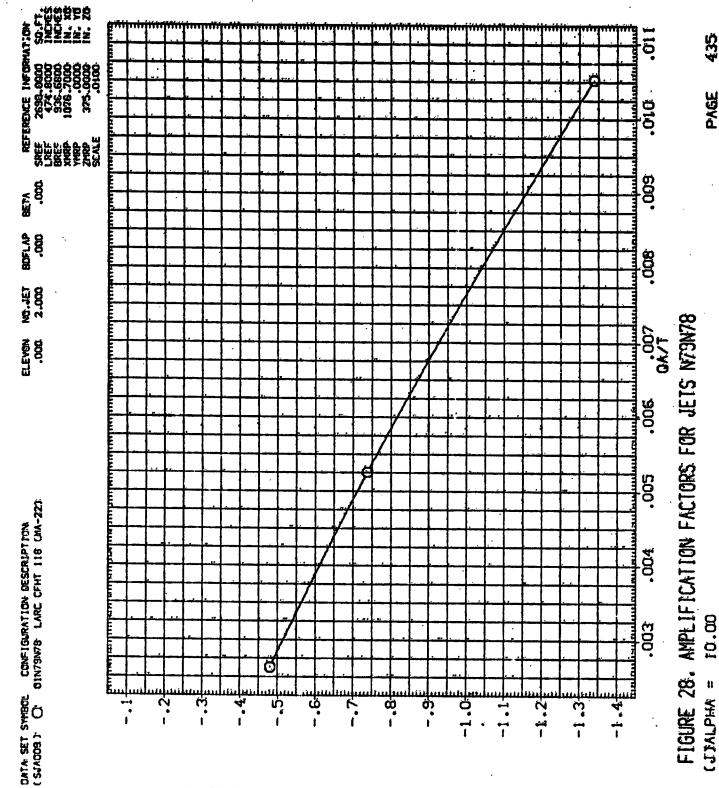


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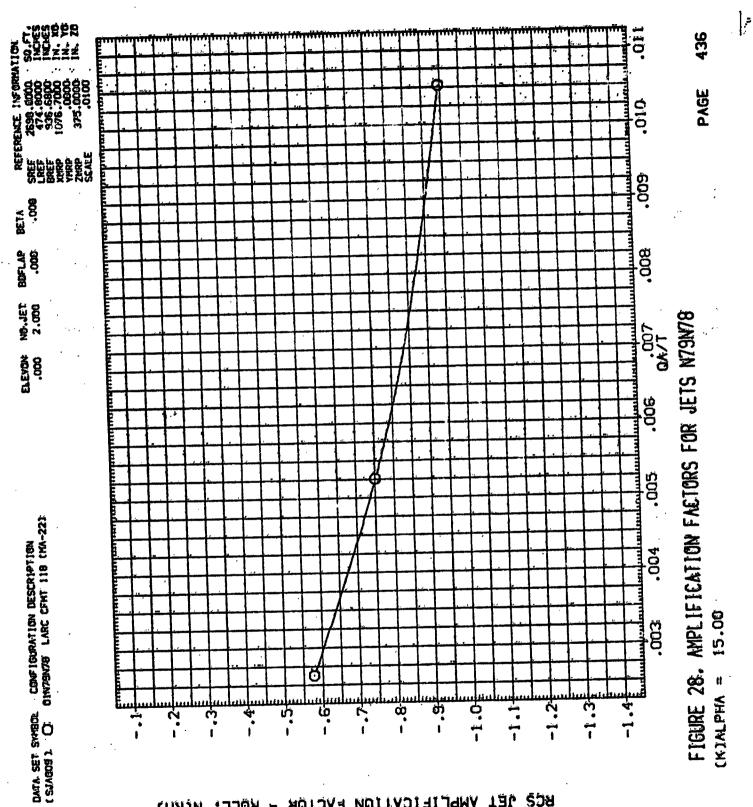
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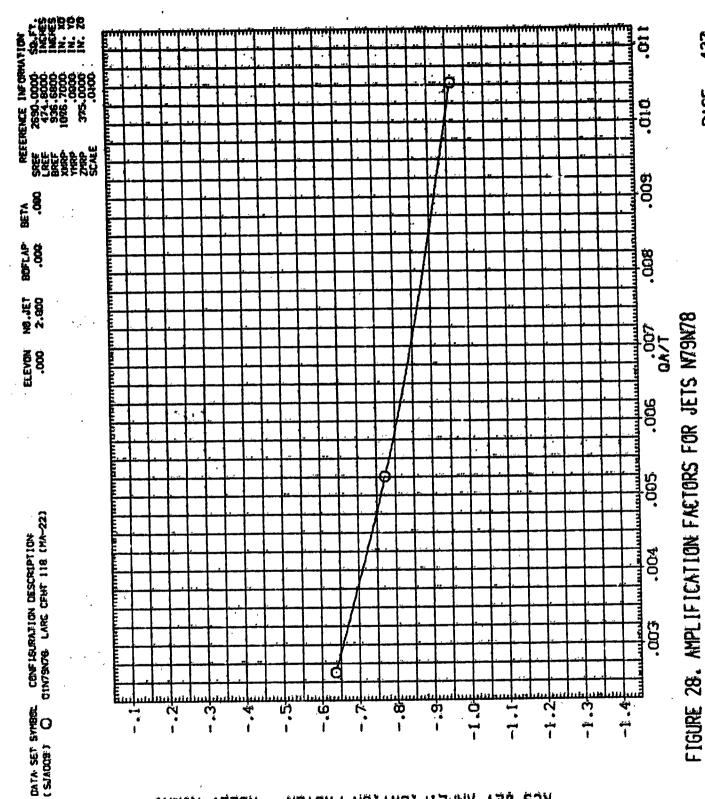


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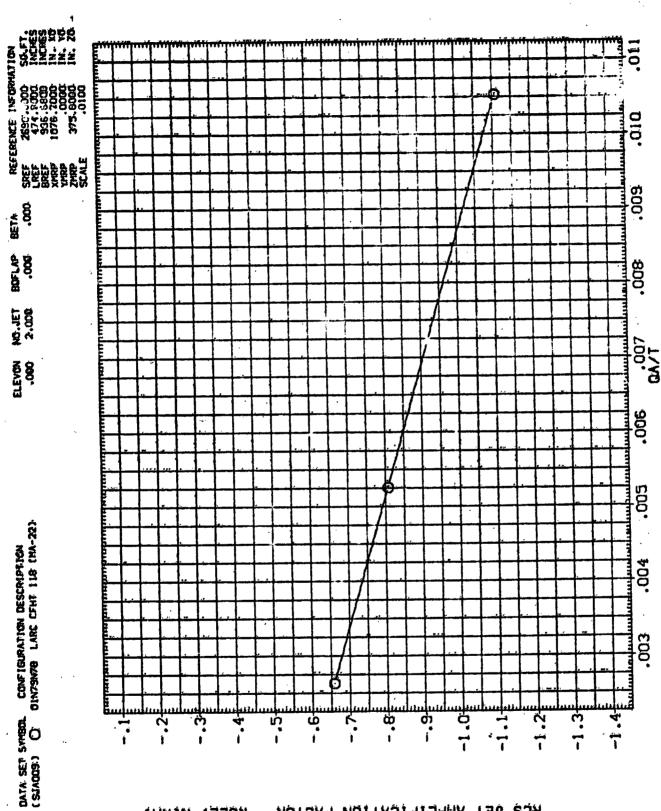
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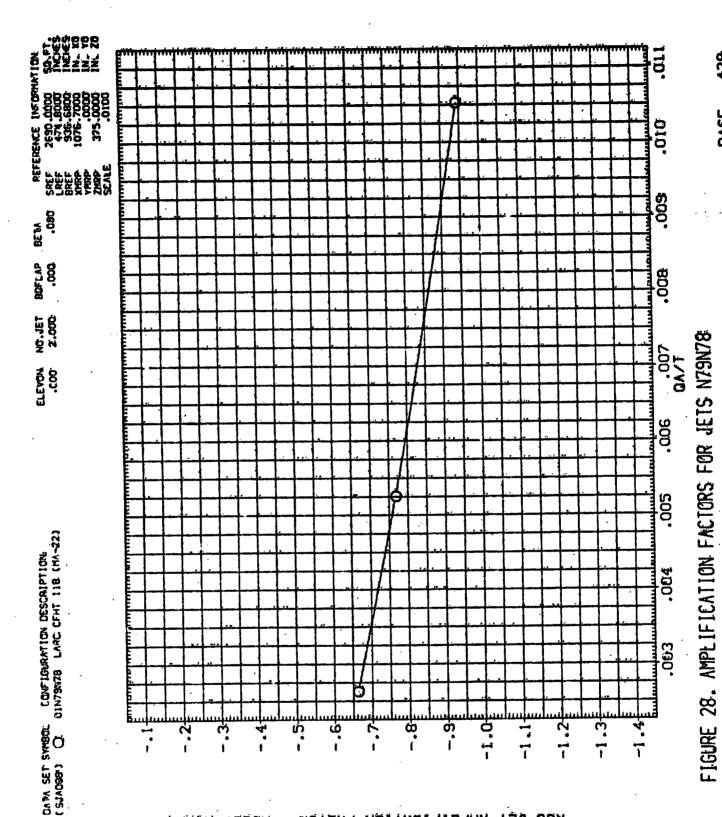
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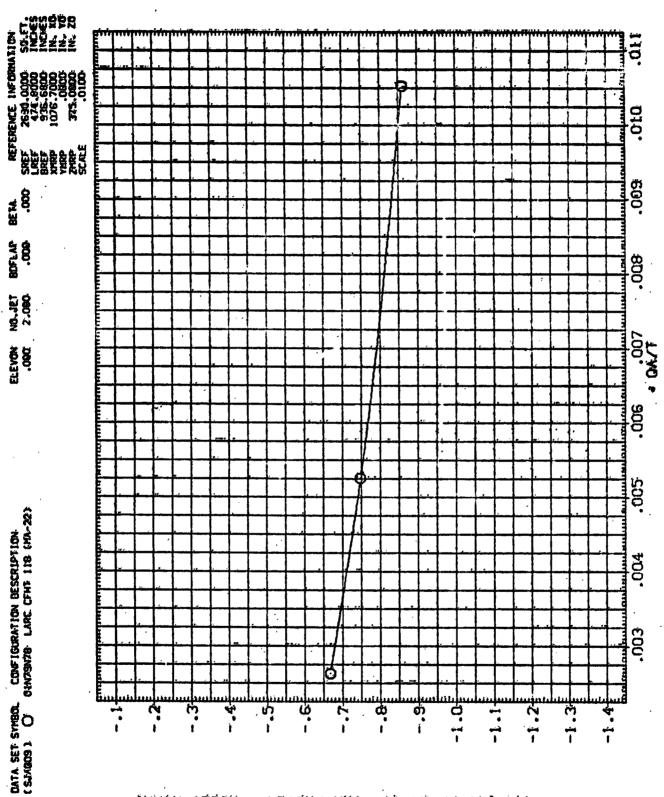
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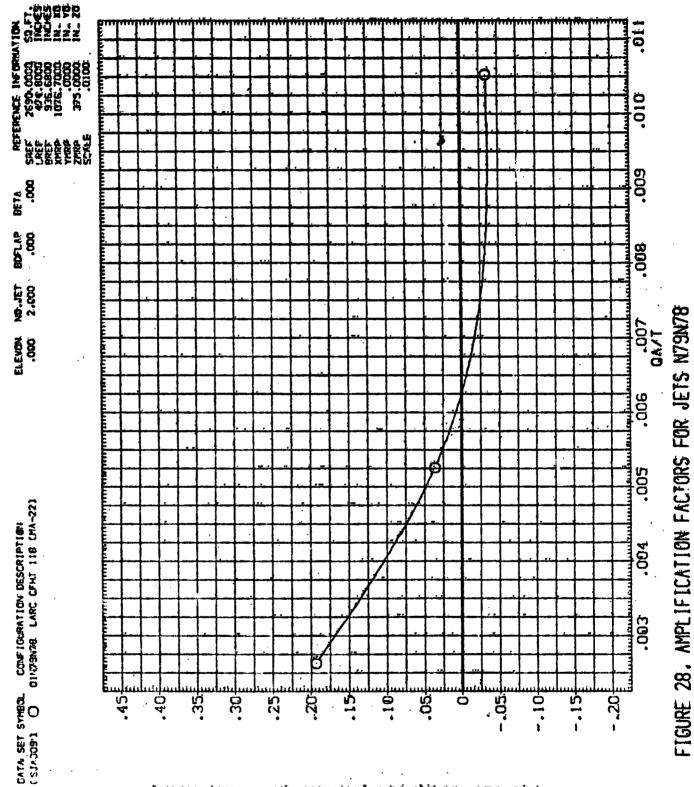


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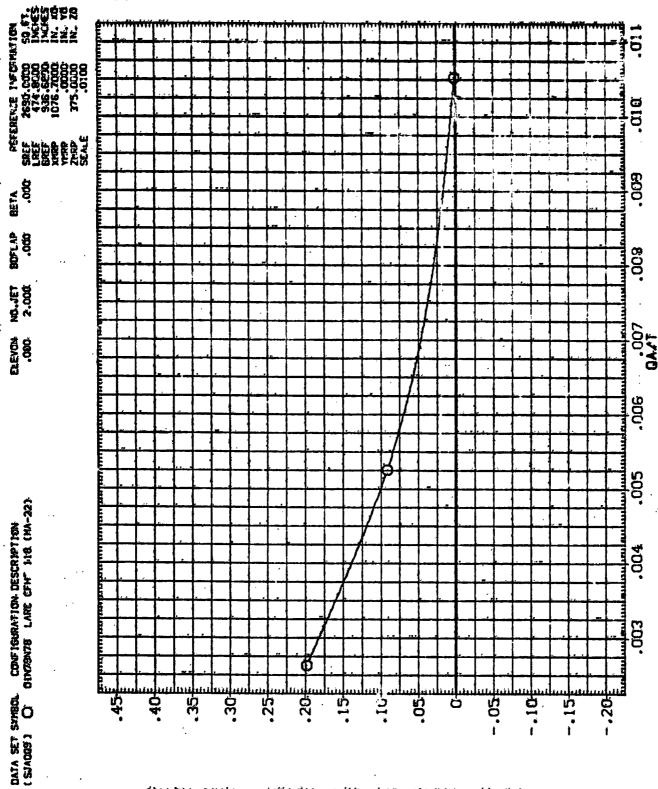


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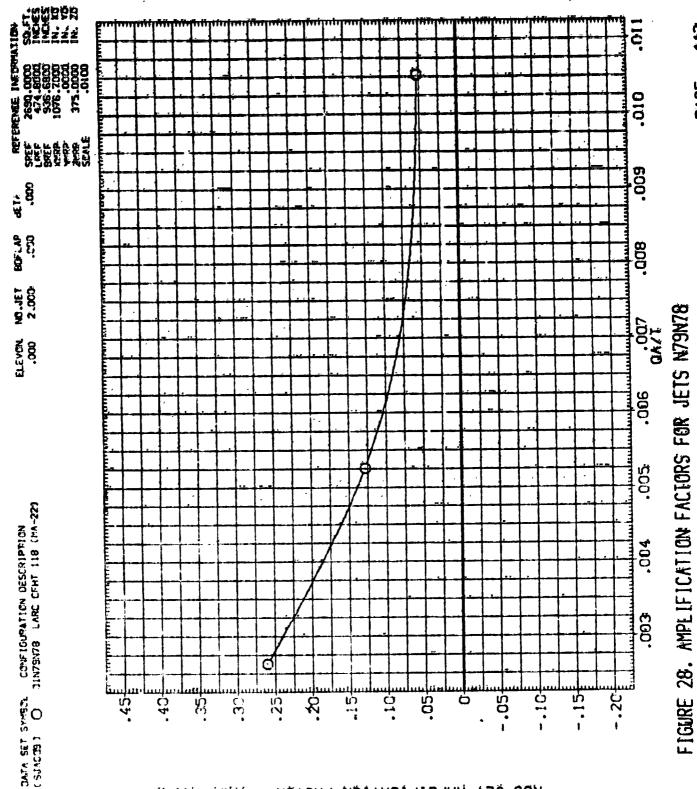
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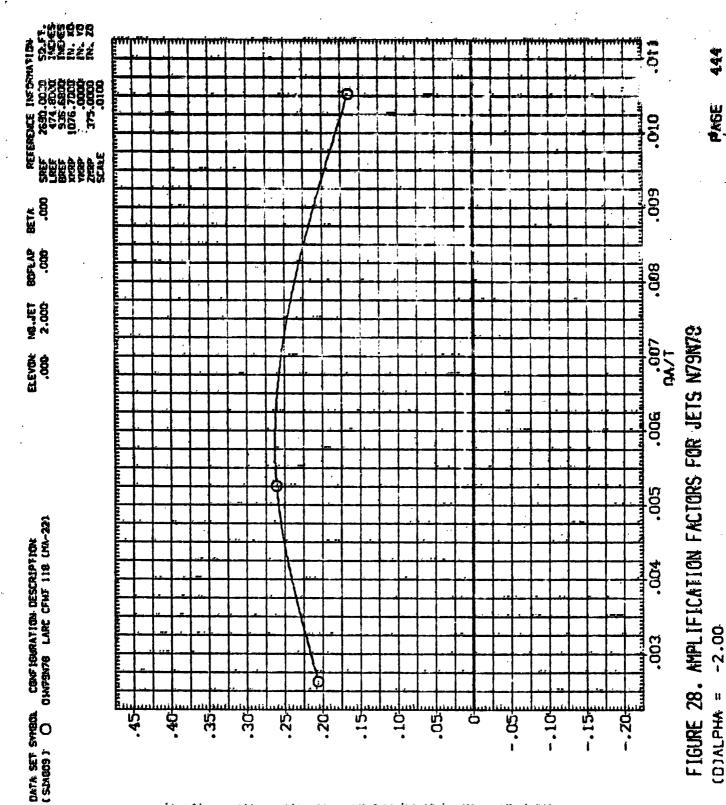
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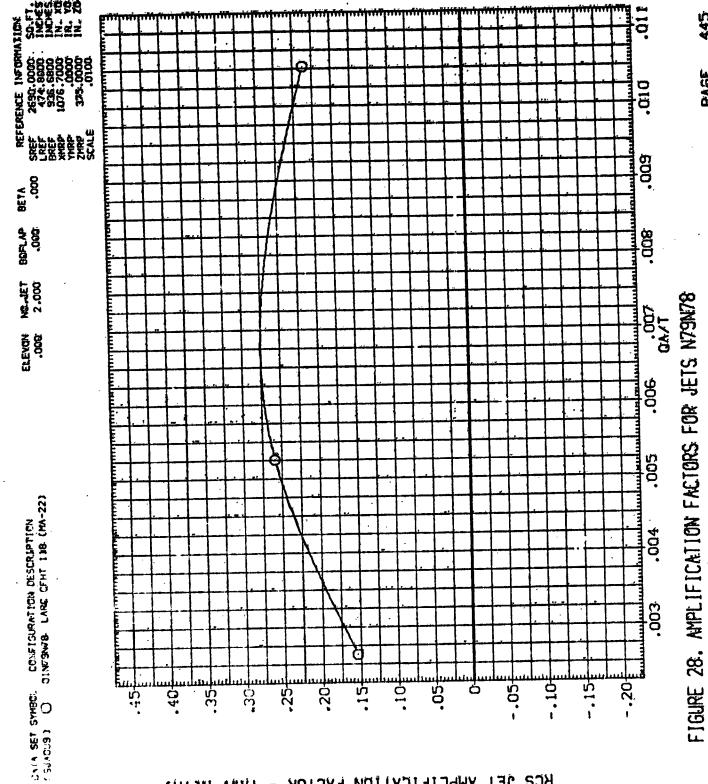
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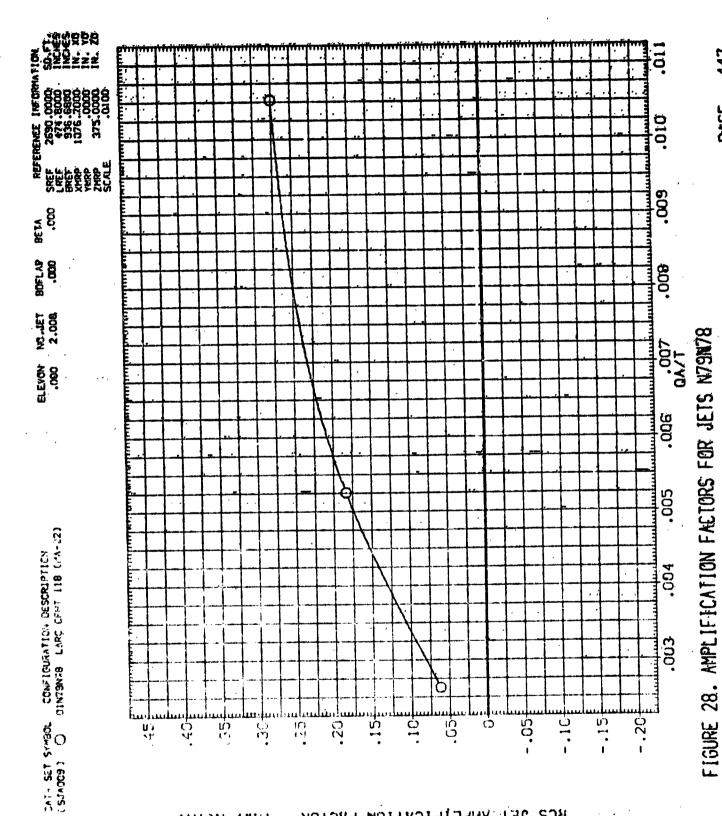
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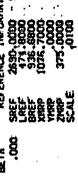


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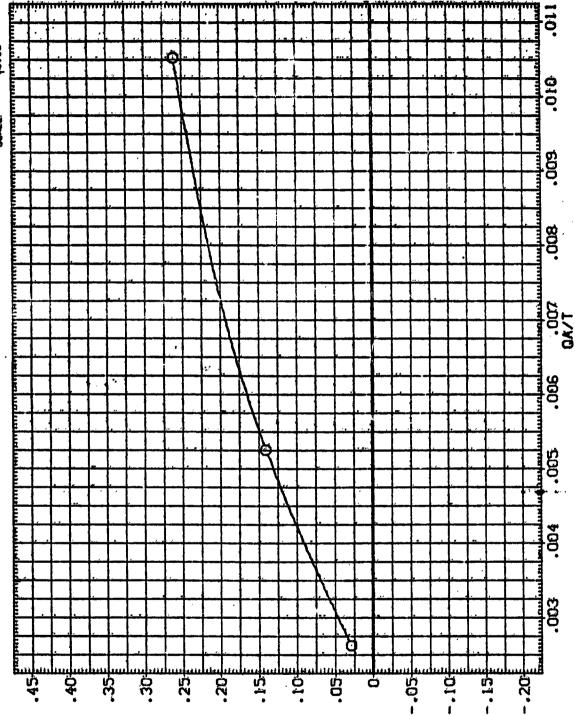
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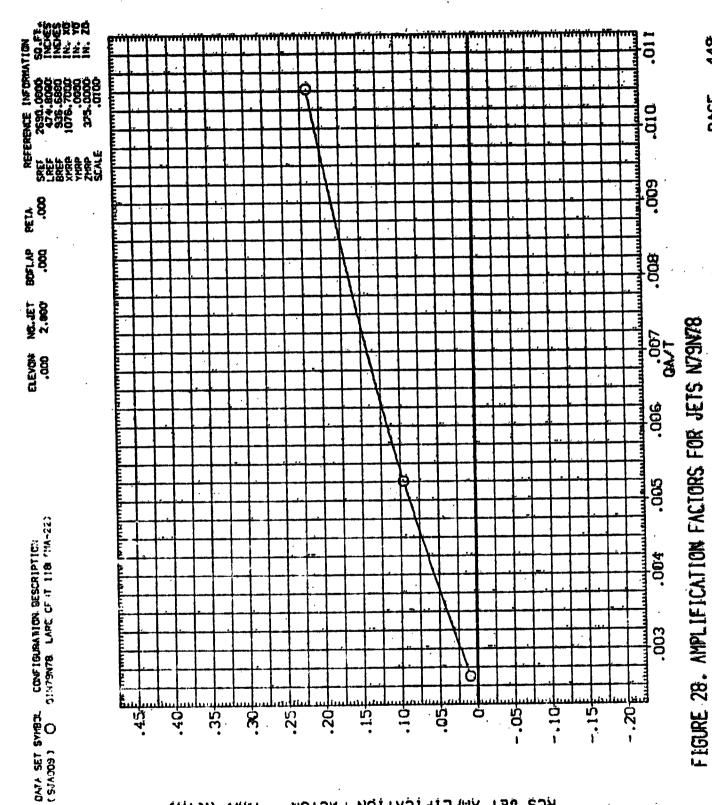


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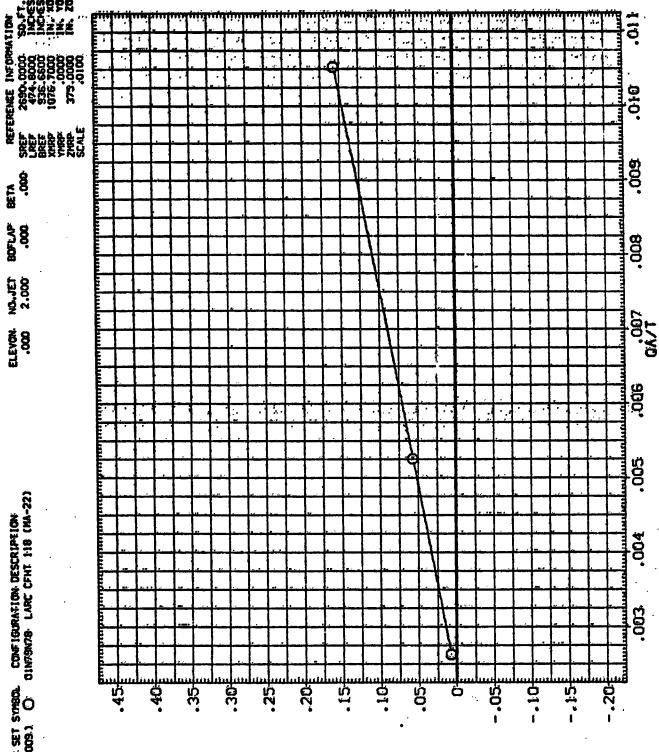
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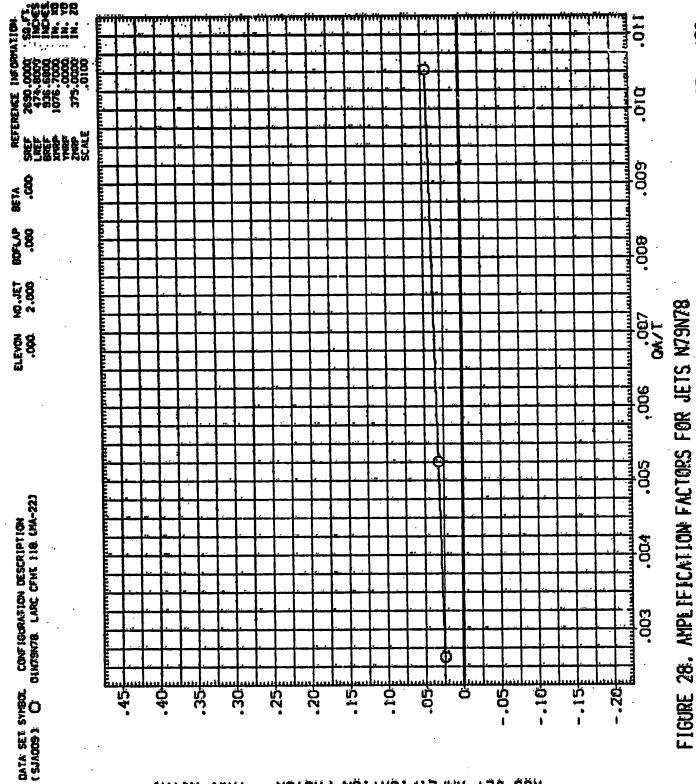
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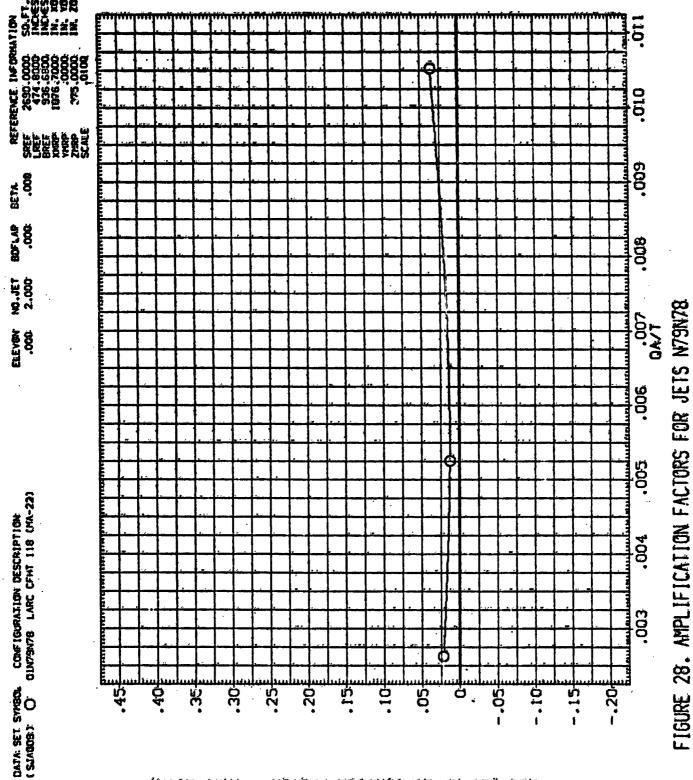
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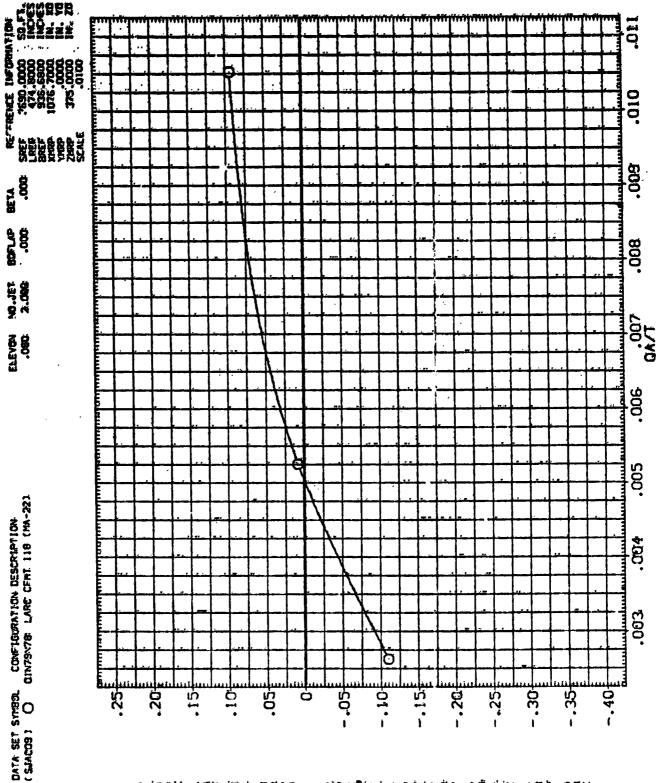
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FIGURE 28. AMPLIFICATION FACTORS FOR JETS N79N78

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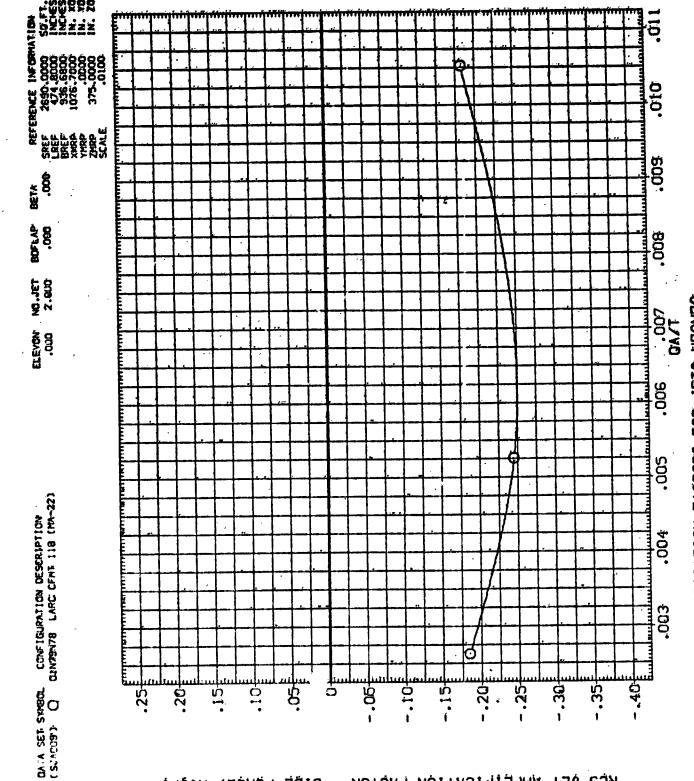
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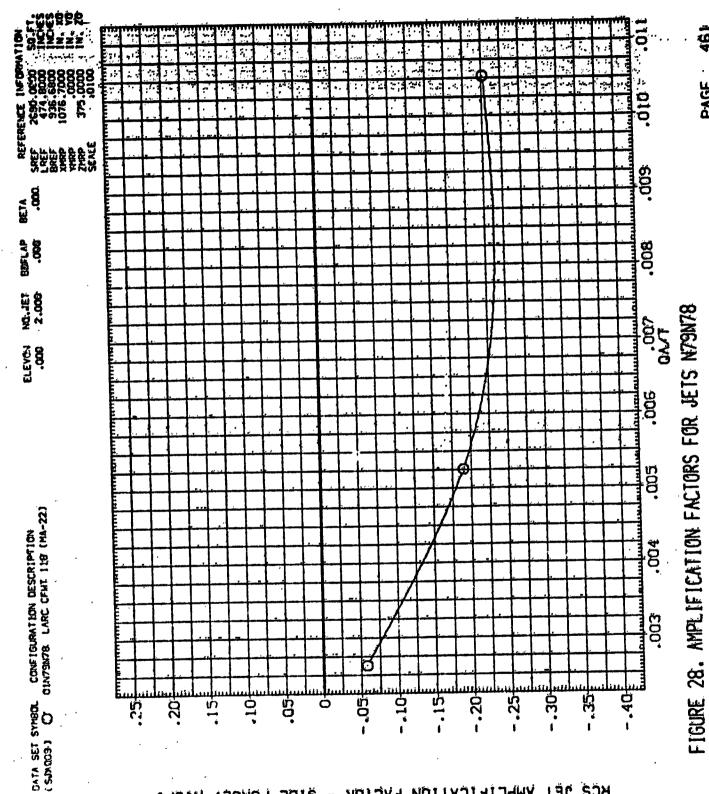
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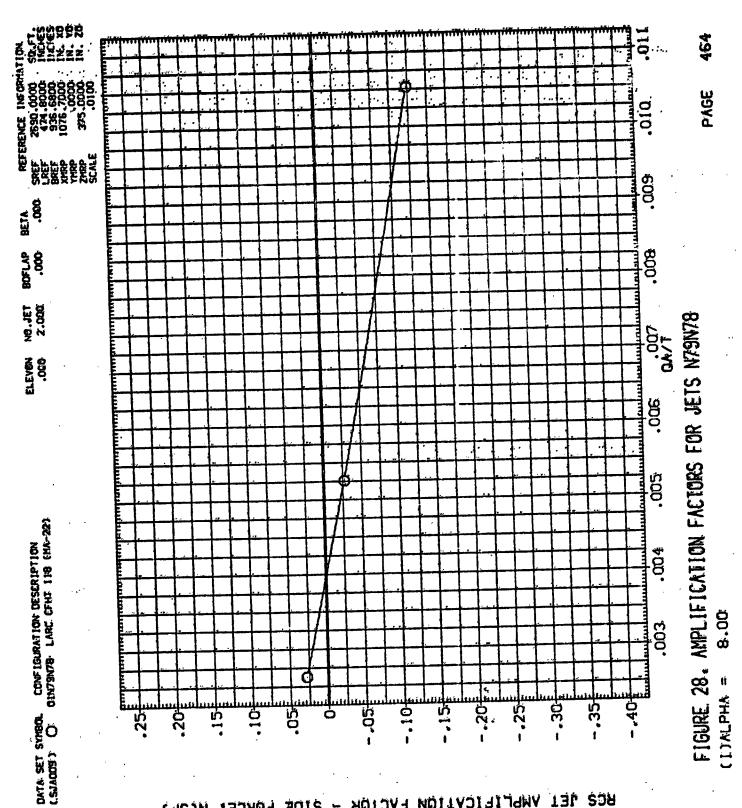
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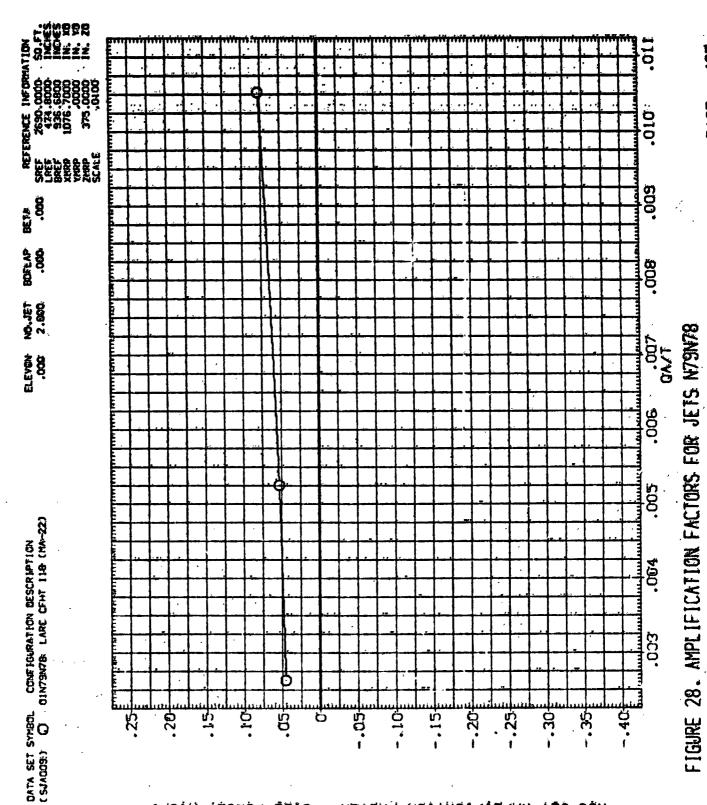
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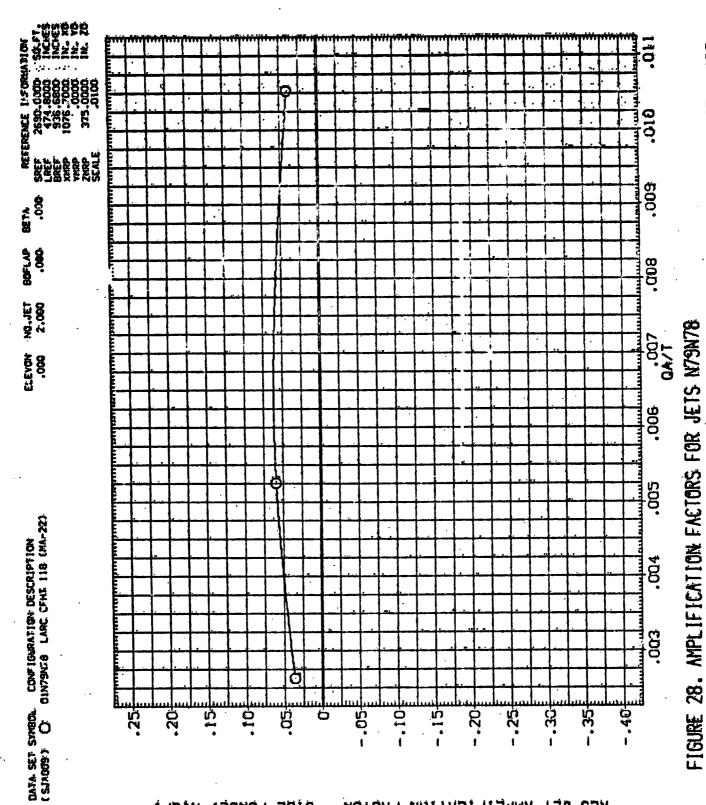


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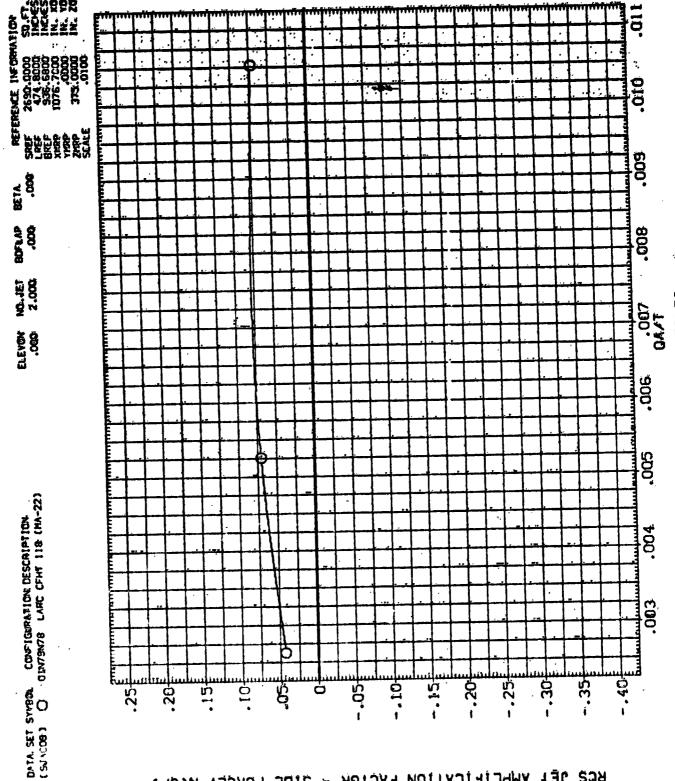
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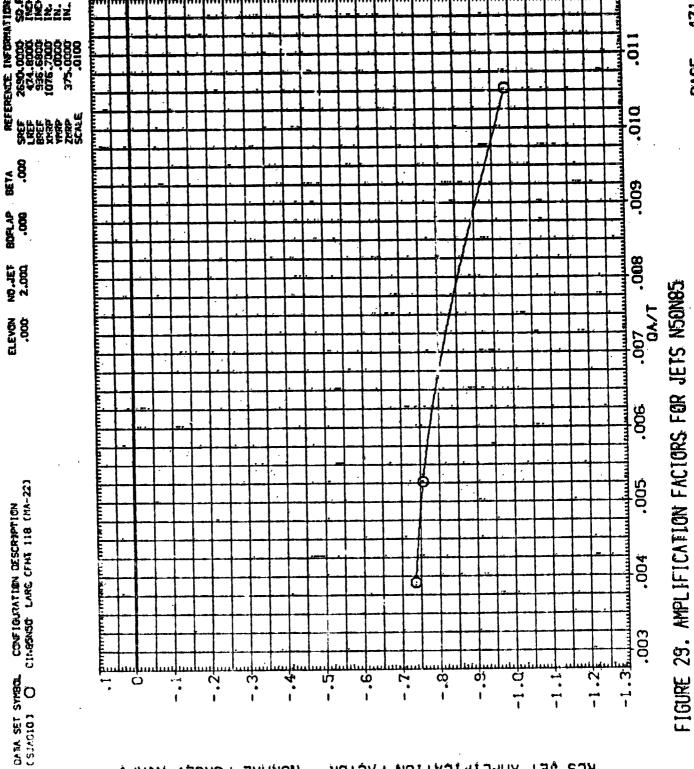
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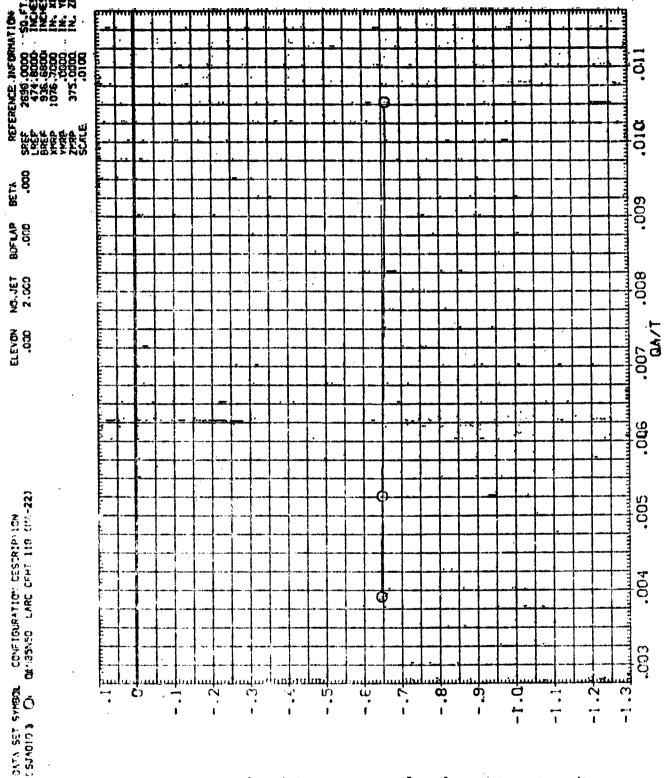
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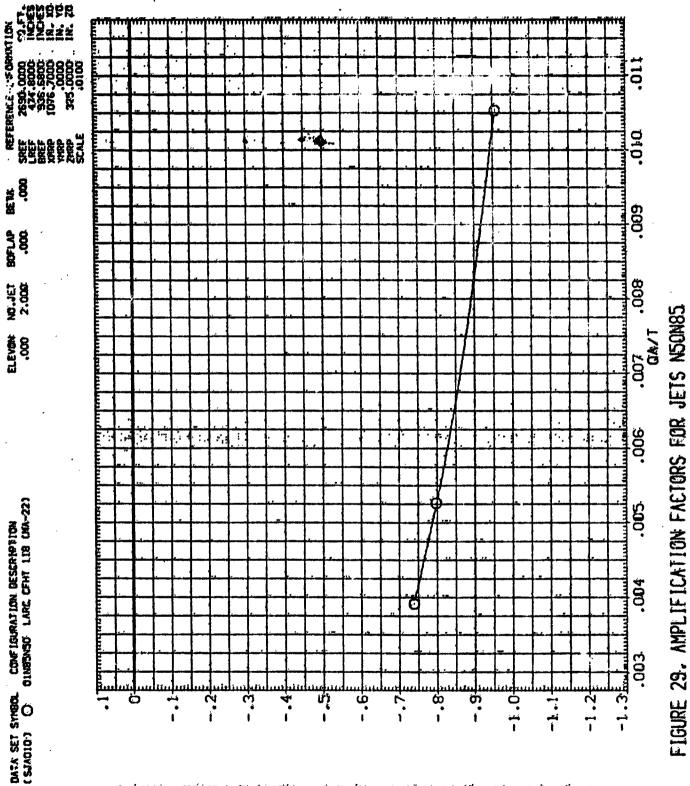
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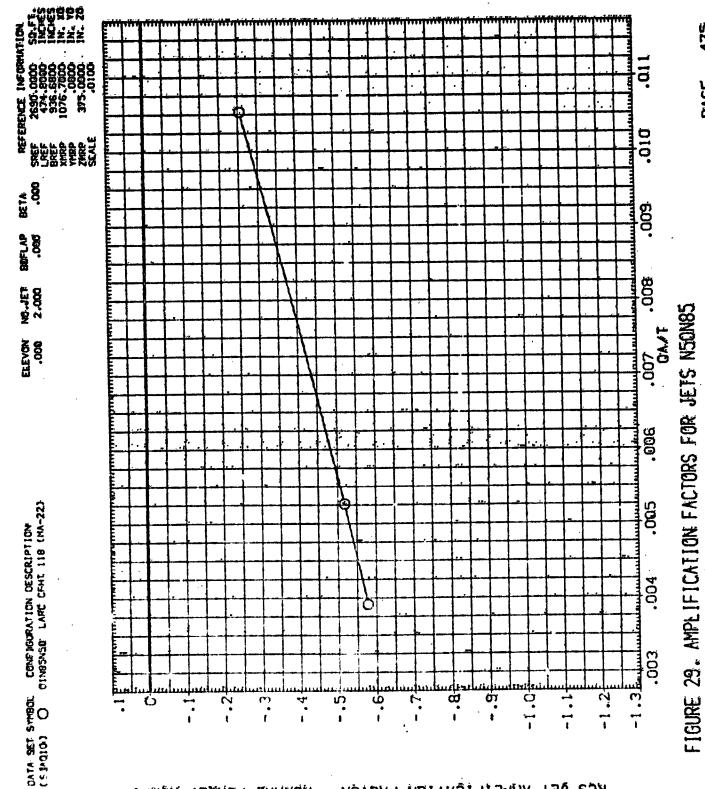
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FIGURE 29. AMPLIFICATION FACTORS FOR JETS NSON85

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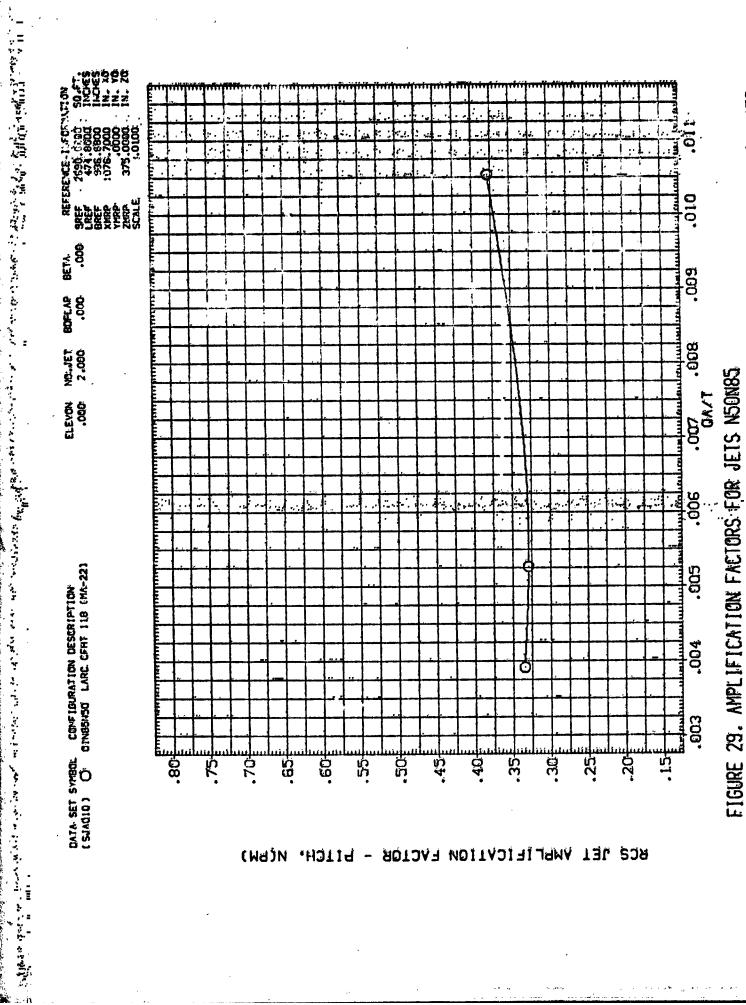
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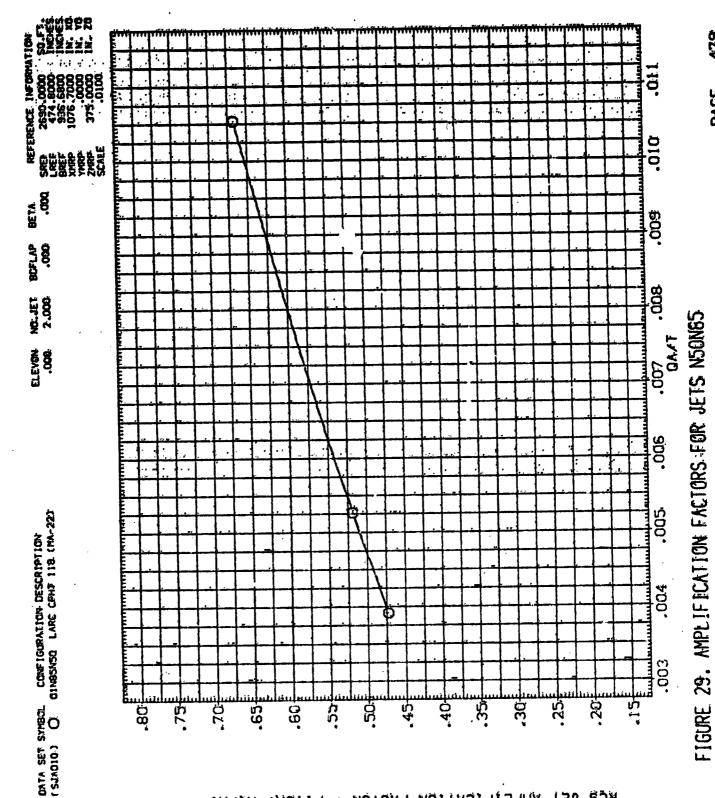


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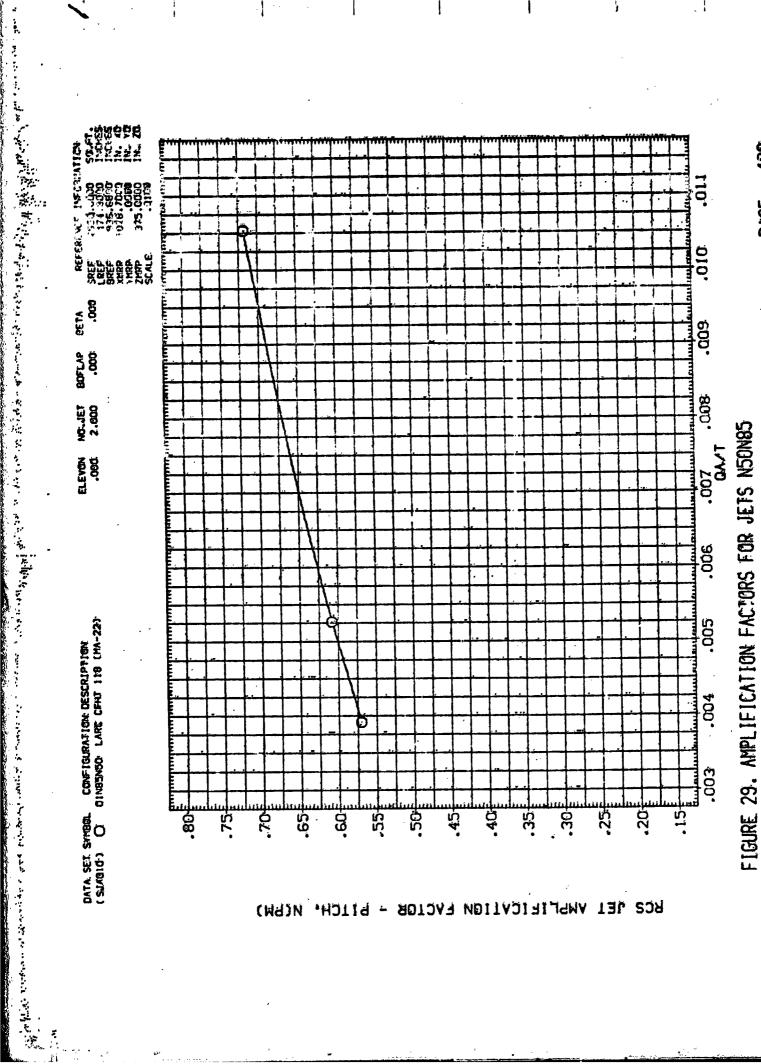


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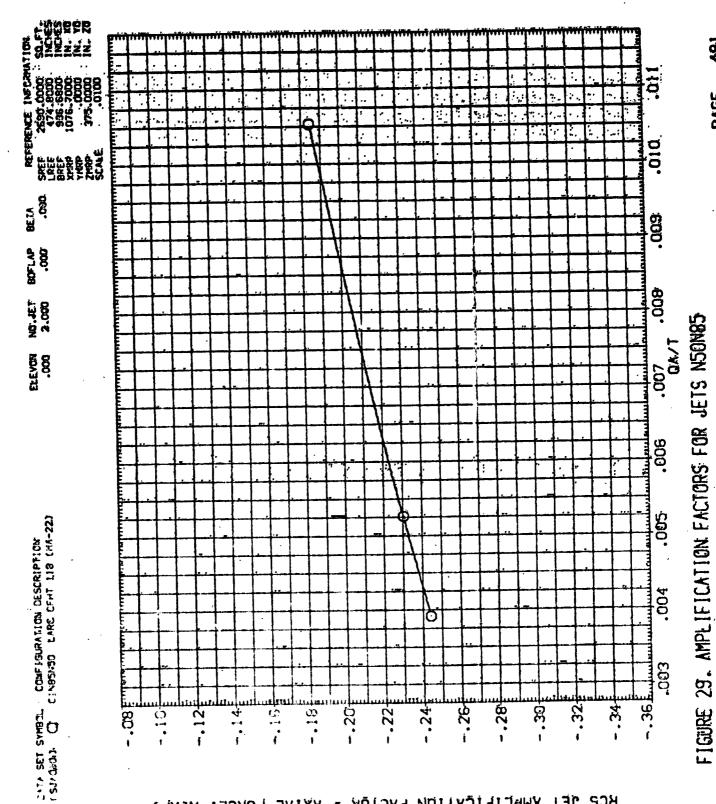
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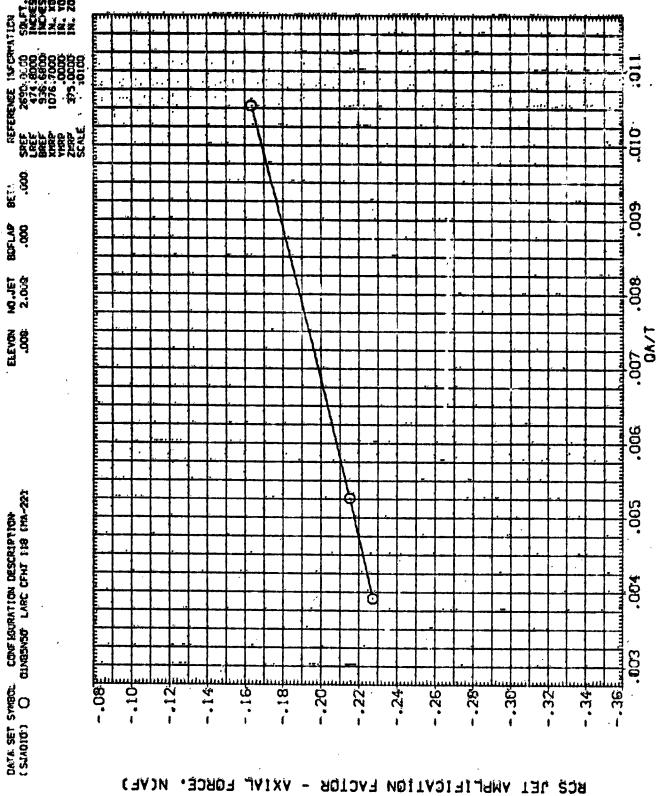
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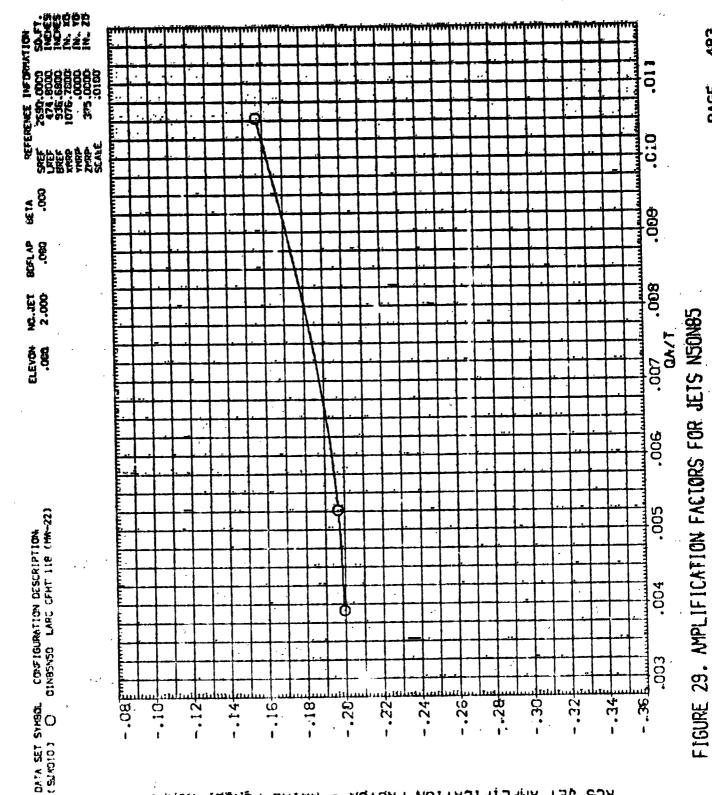
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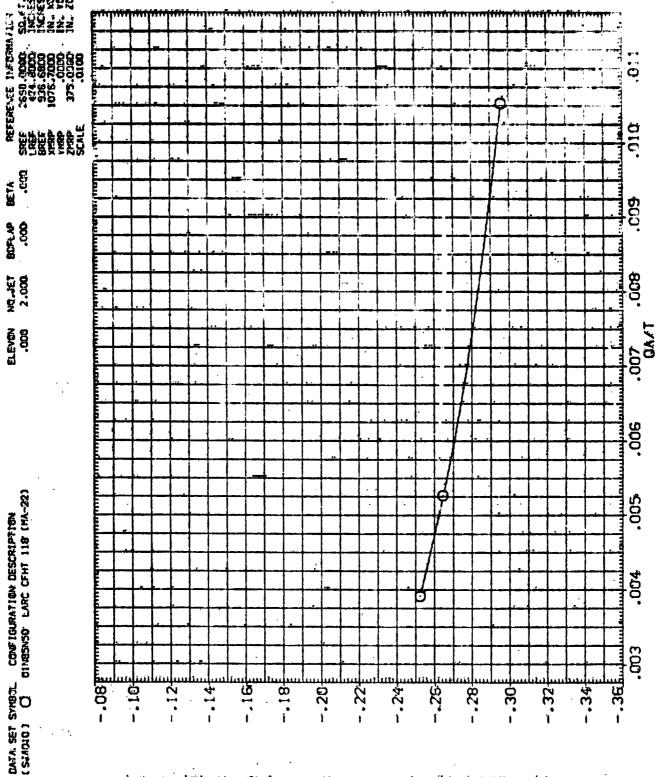
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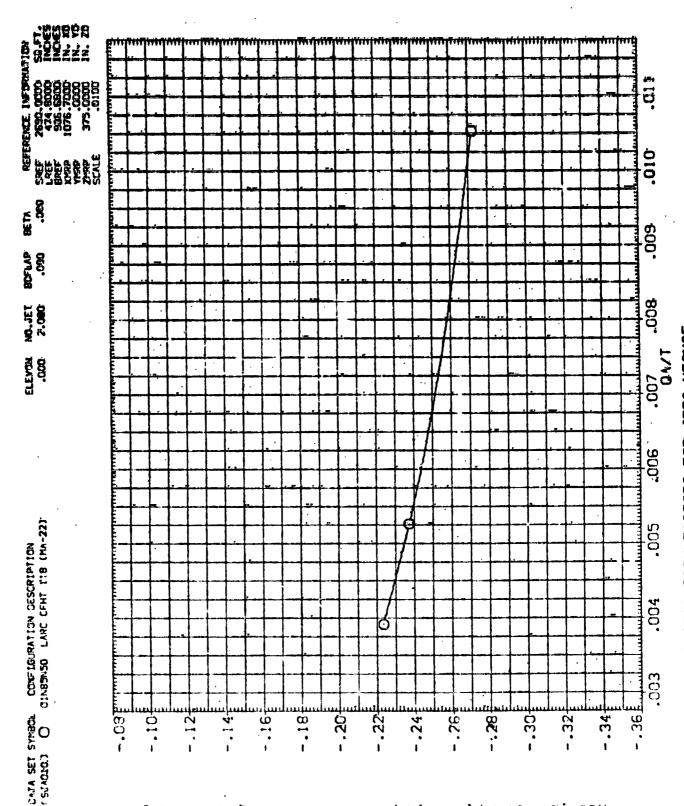
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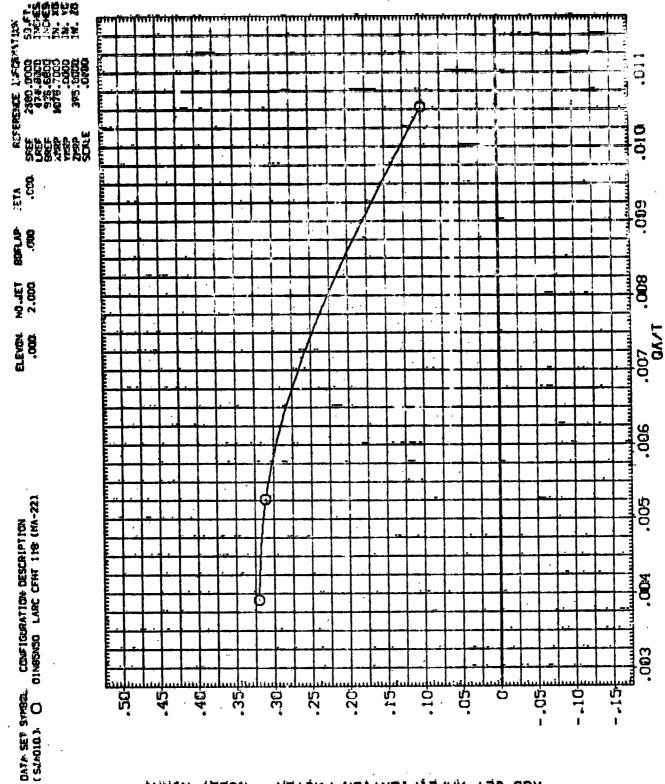
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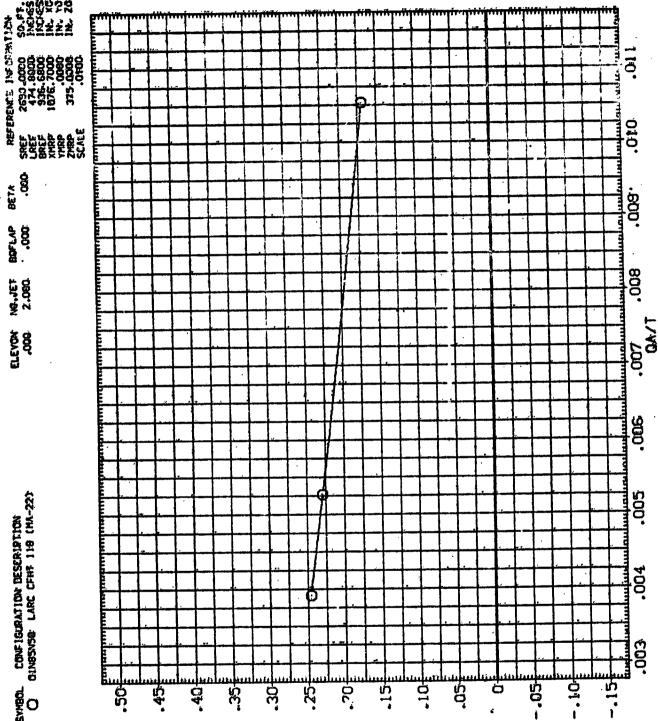
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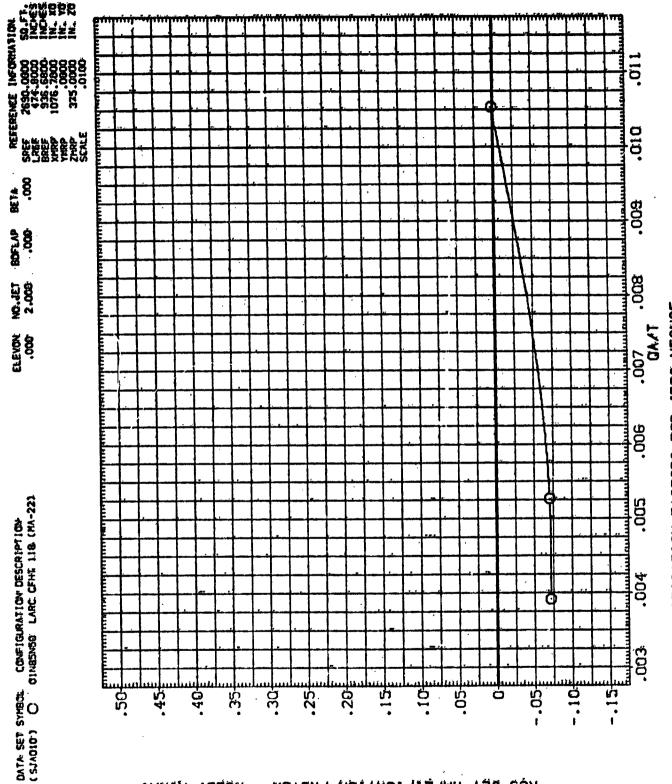
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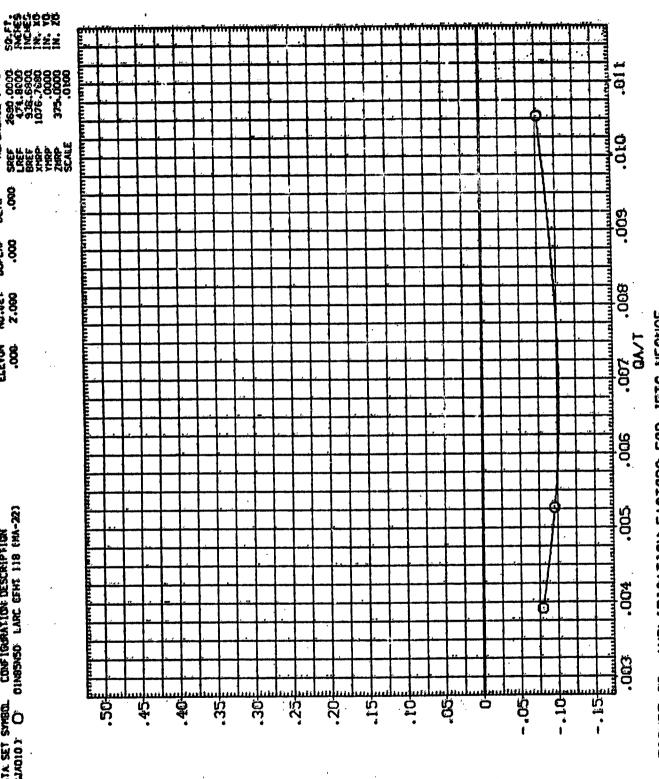
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FIGURE 29. AMPLIFICATION FACTORS FOR JETS N50N85 35.00 (E)ALPHA =

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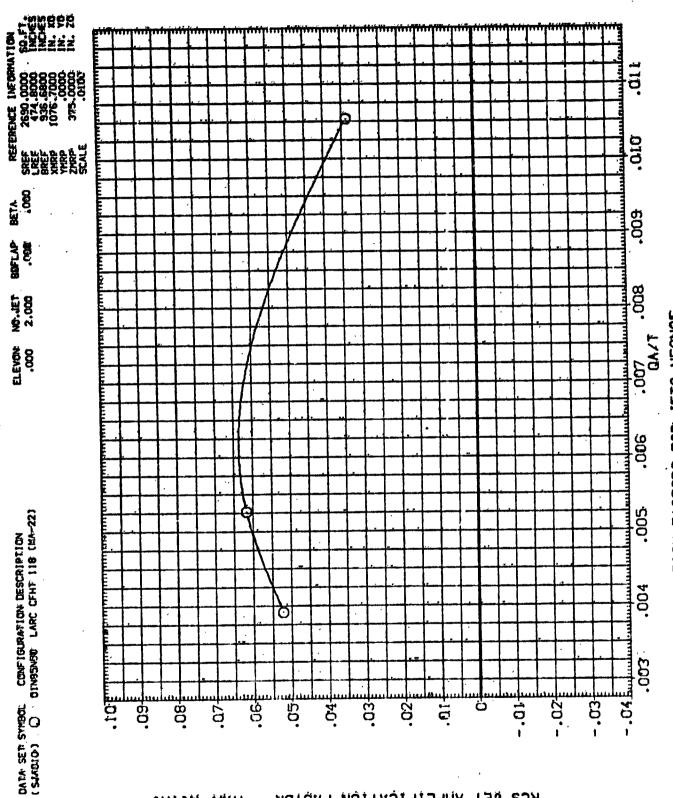
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FIGURE 29. AMPLIFICATION FACTORS FOR JETS NSON85

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RCS JET AMPLIFICATION FACTOR NCKWI

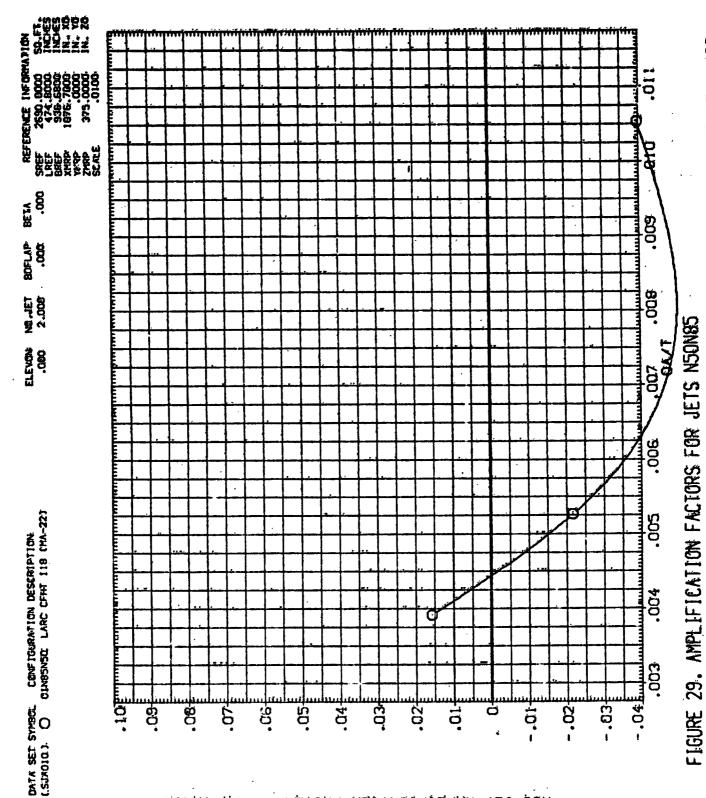
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RCS JET AMPLIFICATION FACTOR

FIGURE 29. AMPLIFICATION FACTORS FOR JETS NSONBS 8 (B) ALPHA =

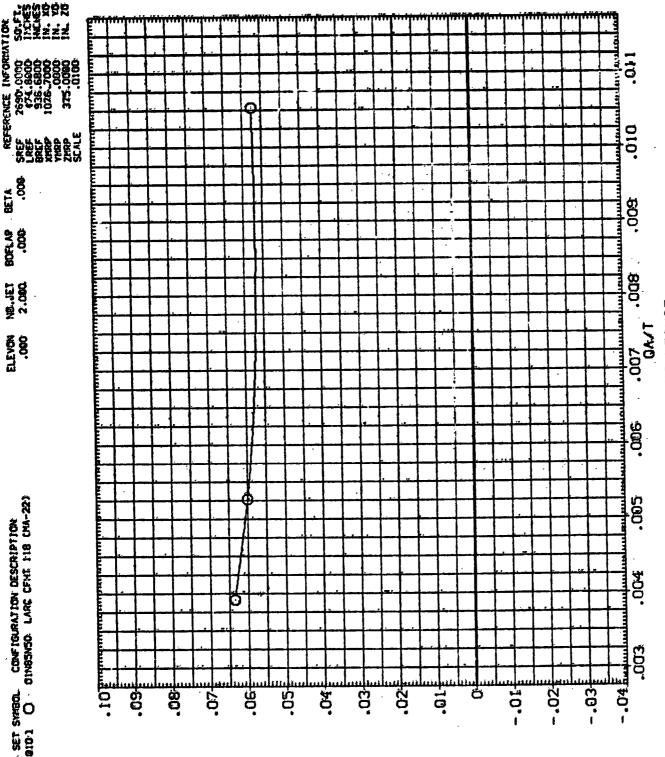
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(C)ALPHA =



BCS 1ET AMPLIFICATION FACTOR - YAW, N(YM

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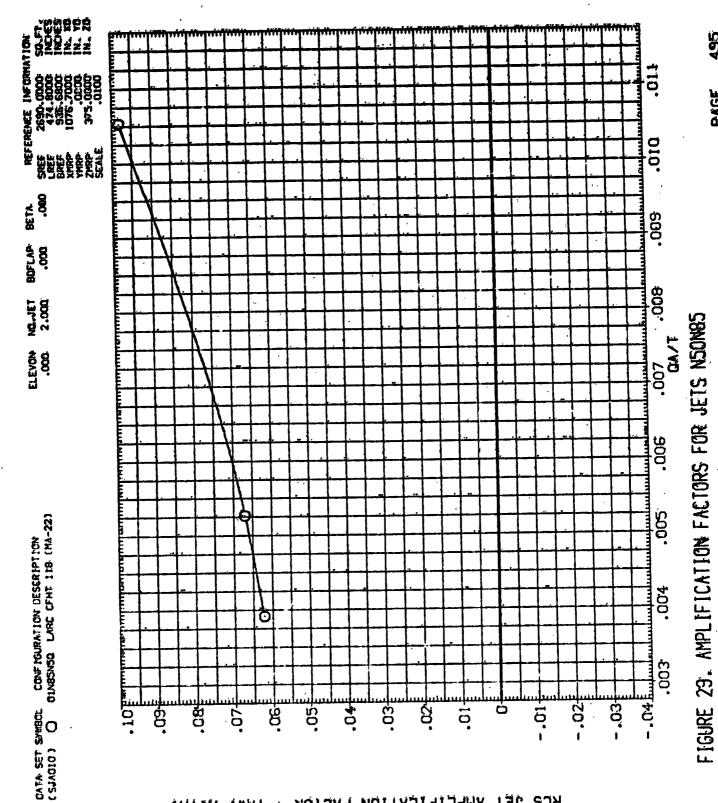
FIGURE 29. AMPLIFICATION FACTORS FOR JETS NSONBS

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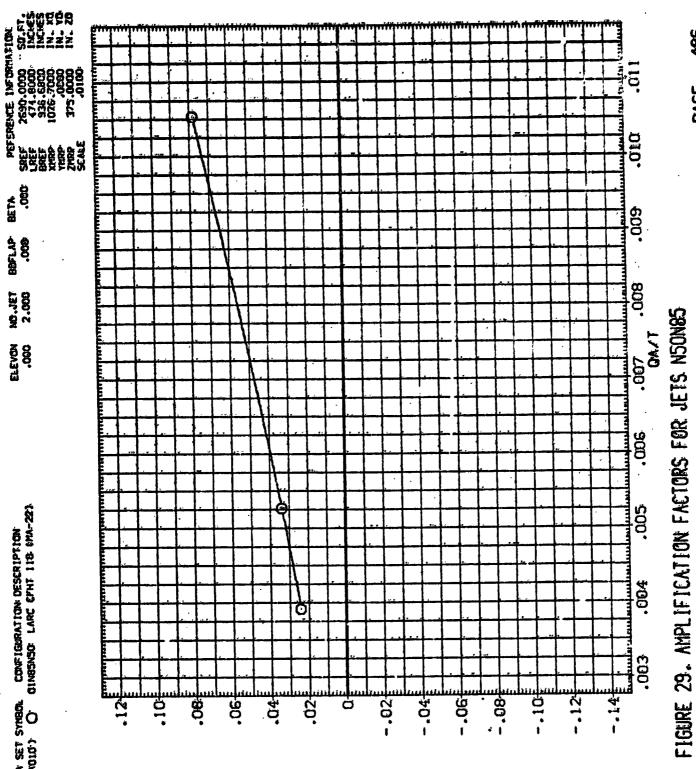
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RCS JET AMPLIFICATION FACTOR - SIDE FORCE. NUSF)

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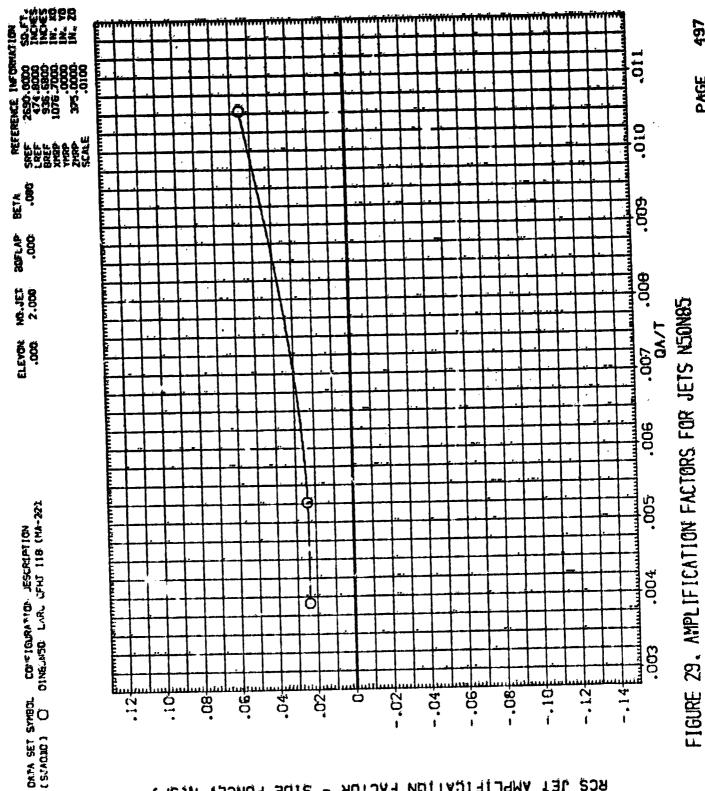
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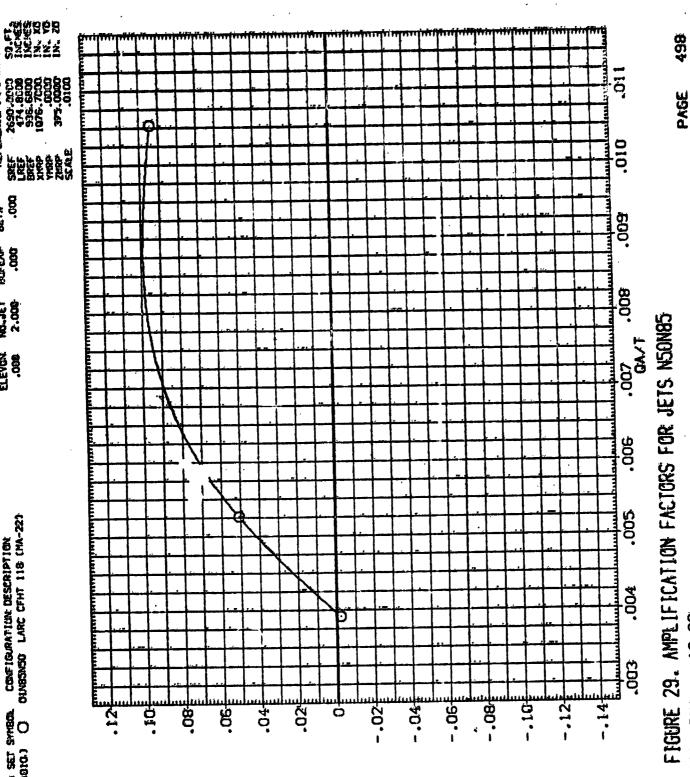
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RCS JET AMPLIFICATION FACTOR - SIDE FORCE, N(SF)



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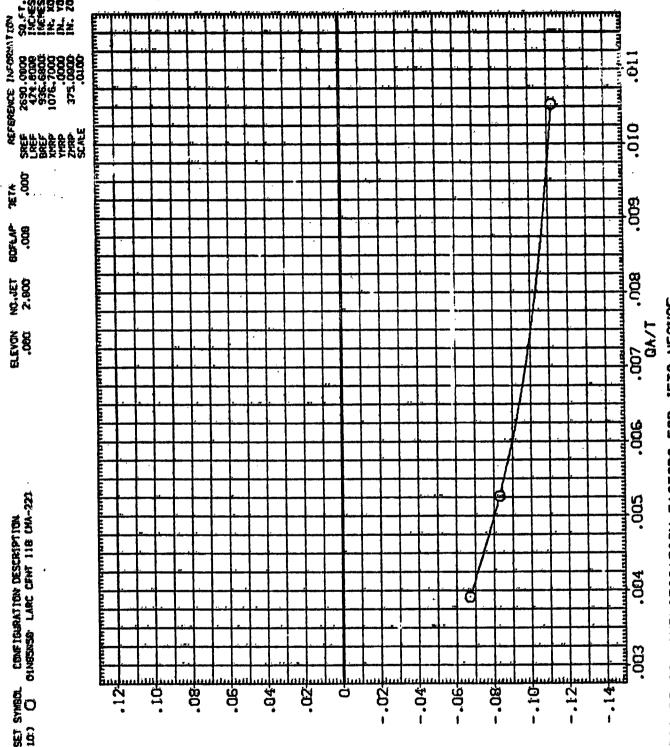
BCS 1ET AMPLIFICATION FACTOR - SIDE FORCE, NISF)

FIGURE 29. AMPLIFICATION FACTORS FOR JETS NSON85 (D)ALPHA = 20.00

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RCS JET AMPLIFICATION FACTOR - SIDE FORCE, NUSF)

FIGURE 29. AMPLIFICATION FACTORS FOR JETS NSON85 35.00 (E)ALPHA =

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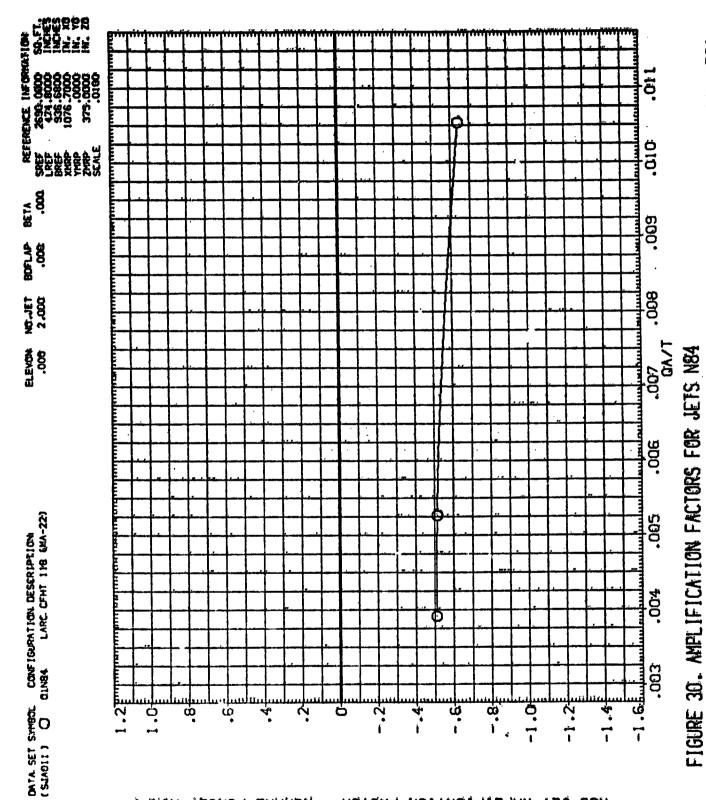
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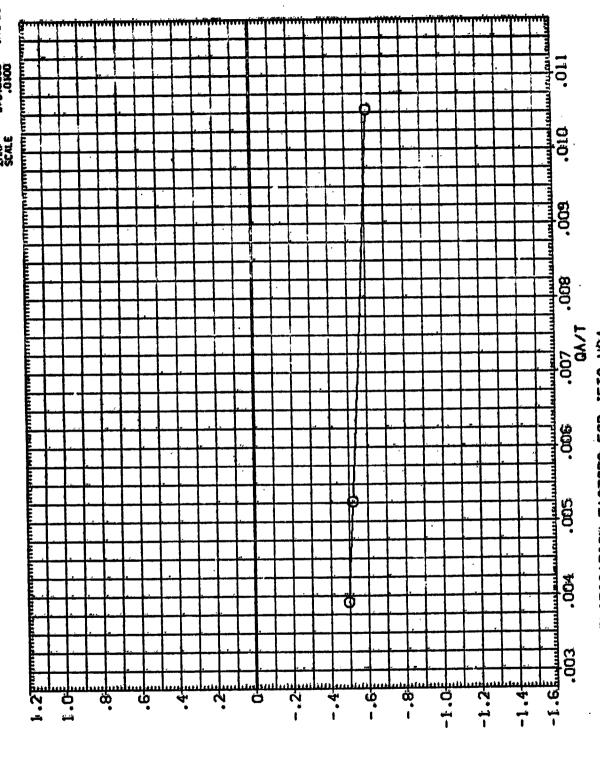
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RES JET AMPLIFICATION FACTOR - NORMAL FORCE, NUMPI

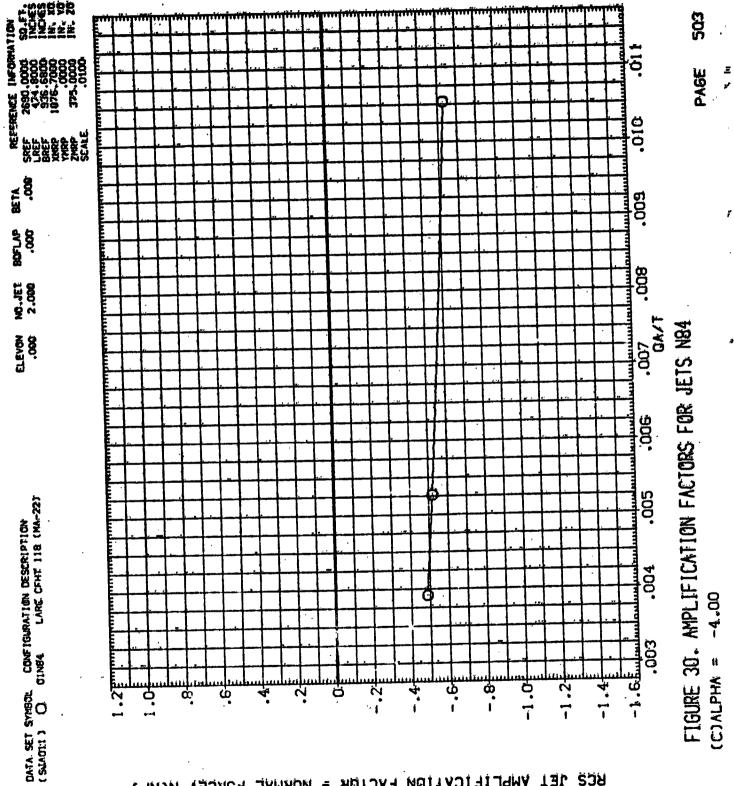


RCS JET AMPLIFICATION FACTOR - NORMAL FORCE, N(NF)

FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 -6.00 CBIALPHA =

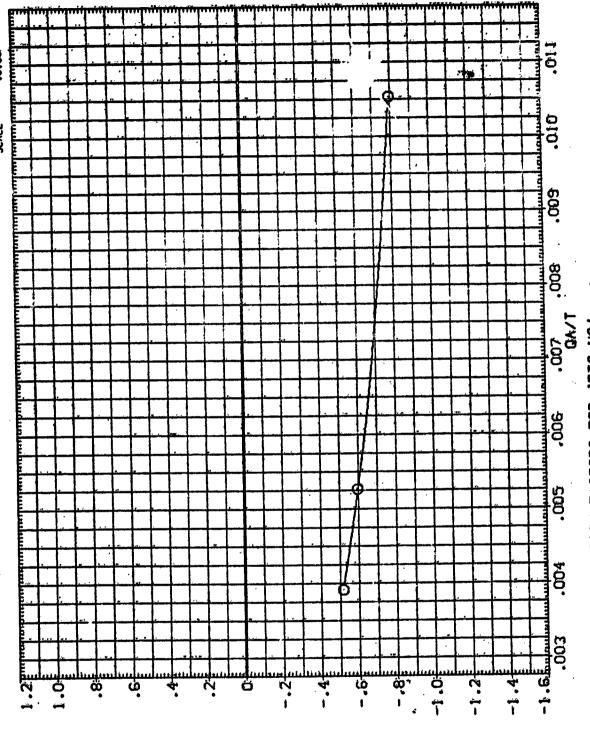
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RES JET AMPLIFICATION FACTOR - NORMAL FORCE.

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RES JET AMPLIFICATION FACTOR - NORMAL FORCE. N(NF)

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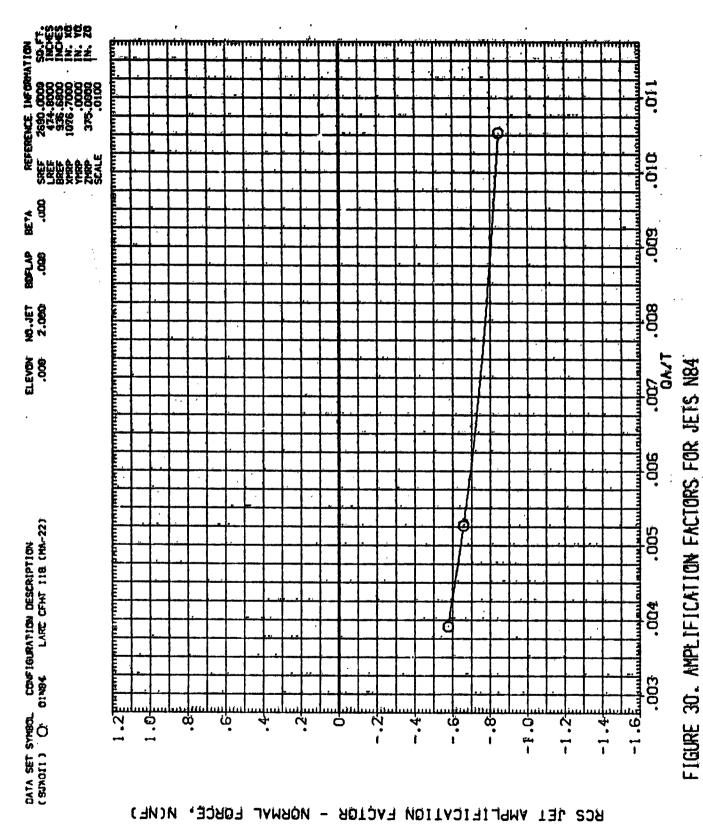
FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84

504 PAGE

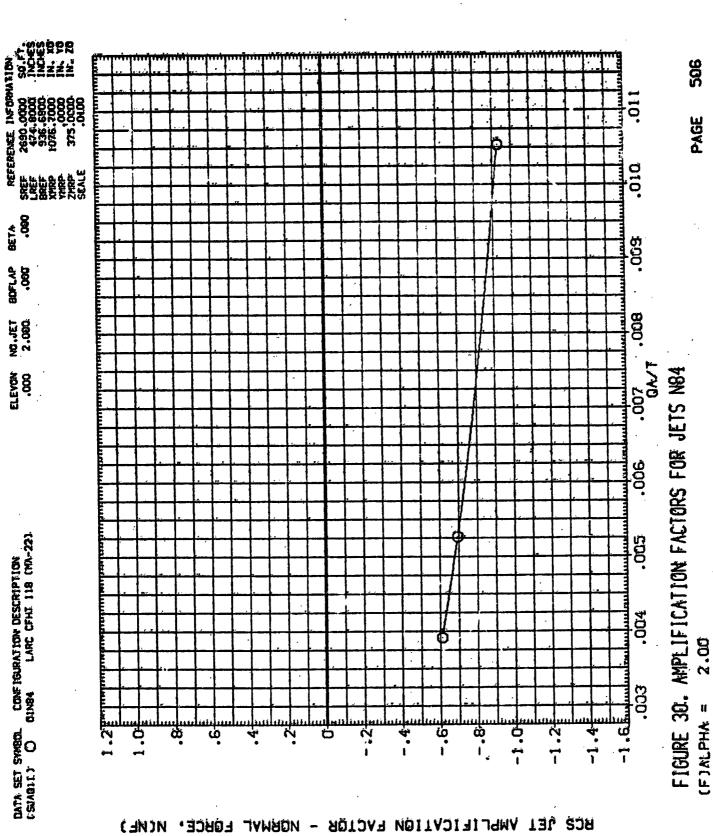
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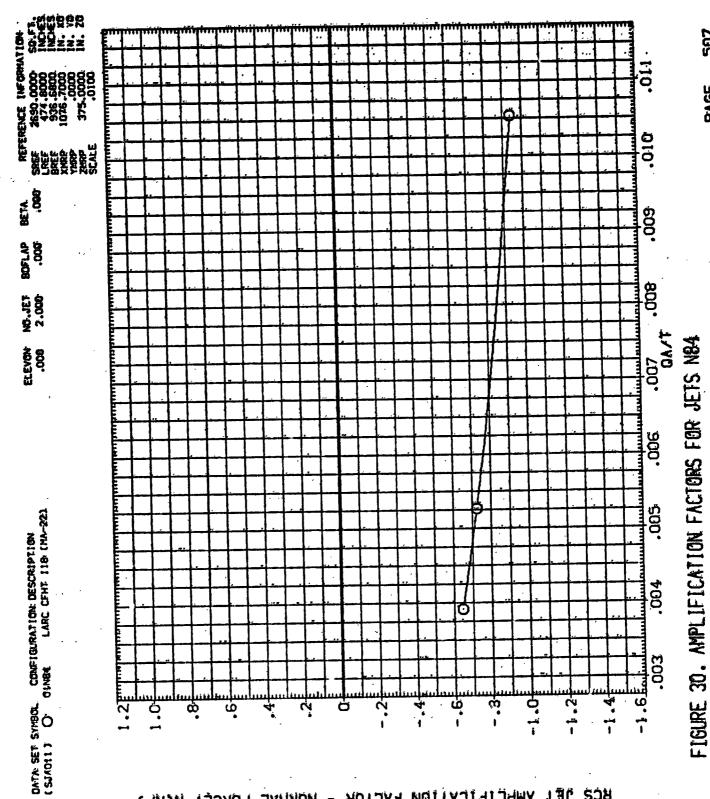
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00.7 0A/T FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 (H) ALPHA =

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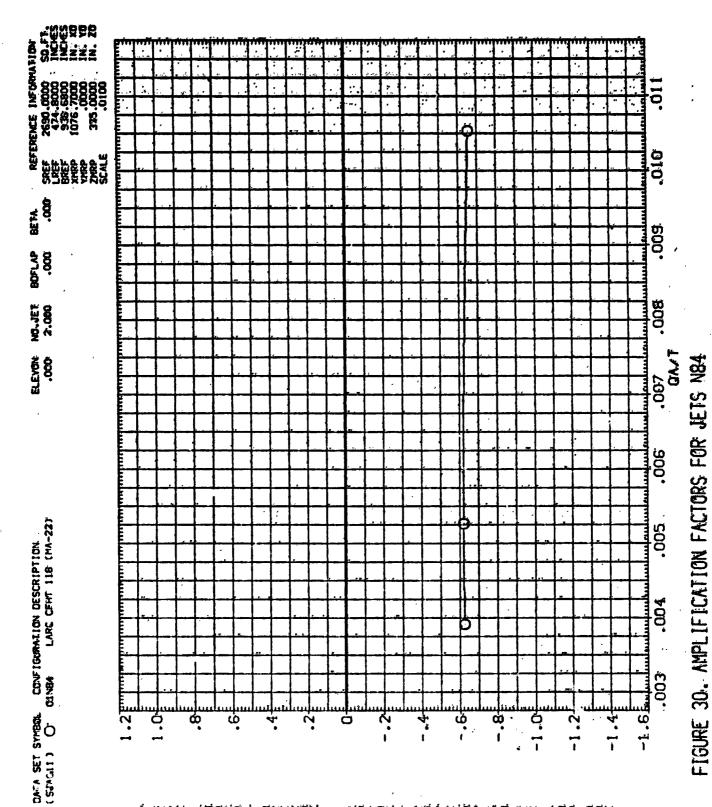
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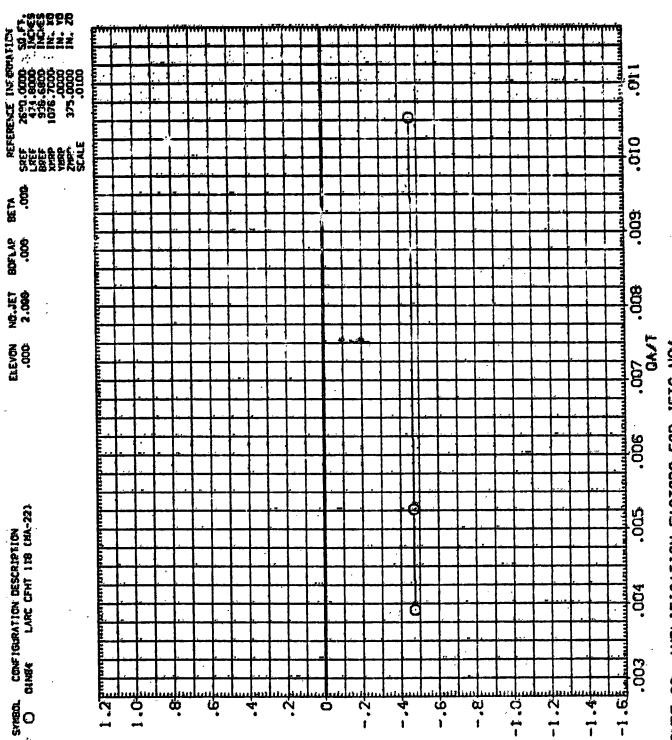
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RCS JET AMPLIFICATION FACTOR - NORMAL FORCE, NCNF)



RCS JET AMPLIFICATION FACTOR - NORMAL FORCE. NINE)

FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 10.00 (JIALPHA =

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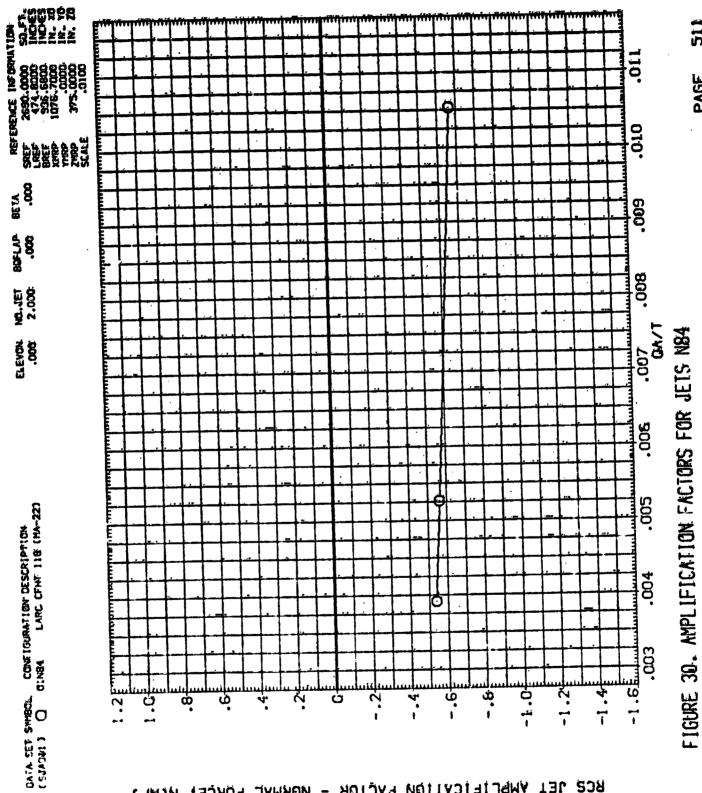
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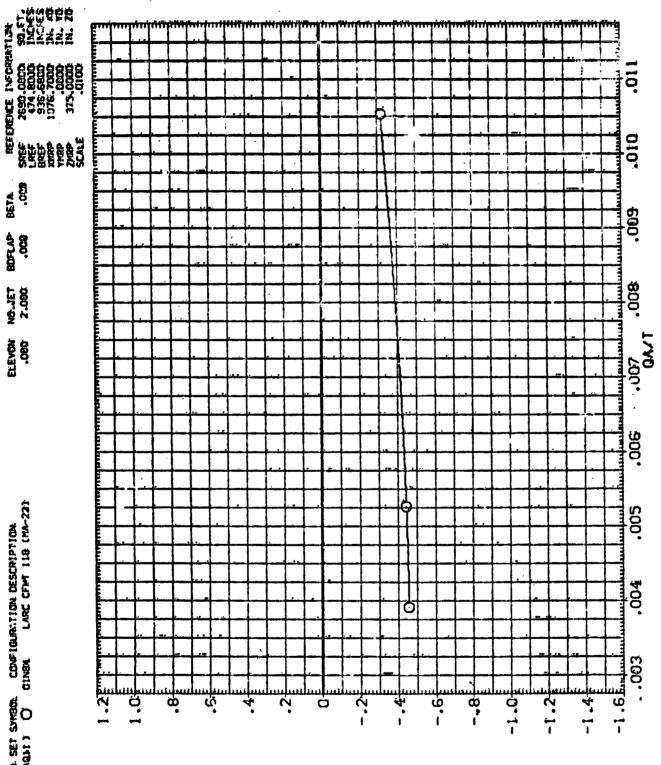
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(K)ALPHA =



RCS JET AMPLIFICATION PACTOR - NORMAL FORCE, N(NF)

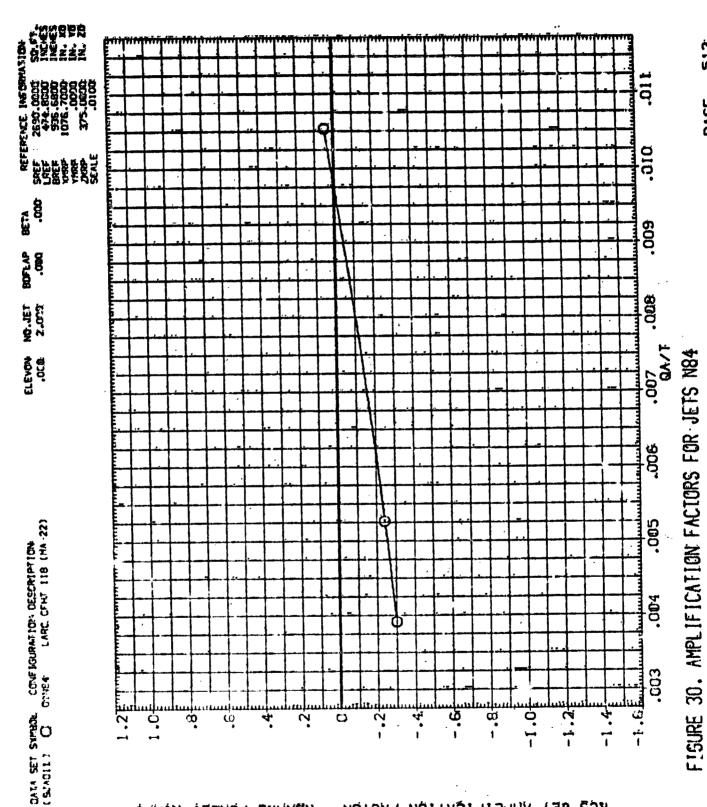


BCS 1E1 VMBFIEICVIION EVCIOB - NOBMYF EOBCE: N(NE)

FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84

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RCS JET AMPLIFICATION FACTOR - NORMAL FORCE, N(NF)

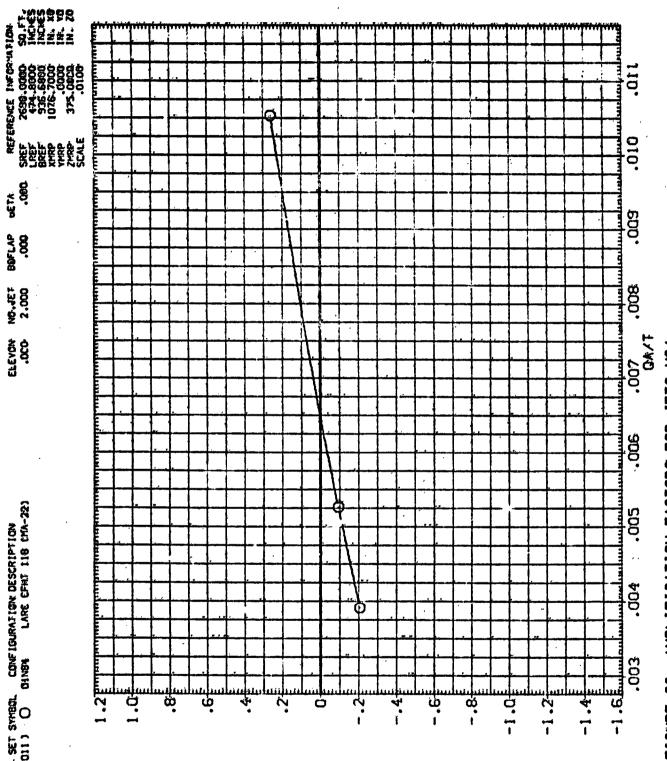
FIGURE 30. AMPLIFICATION FACTORS FOR JETS NB4

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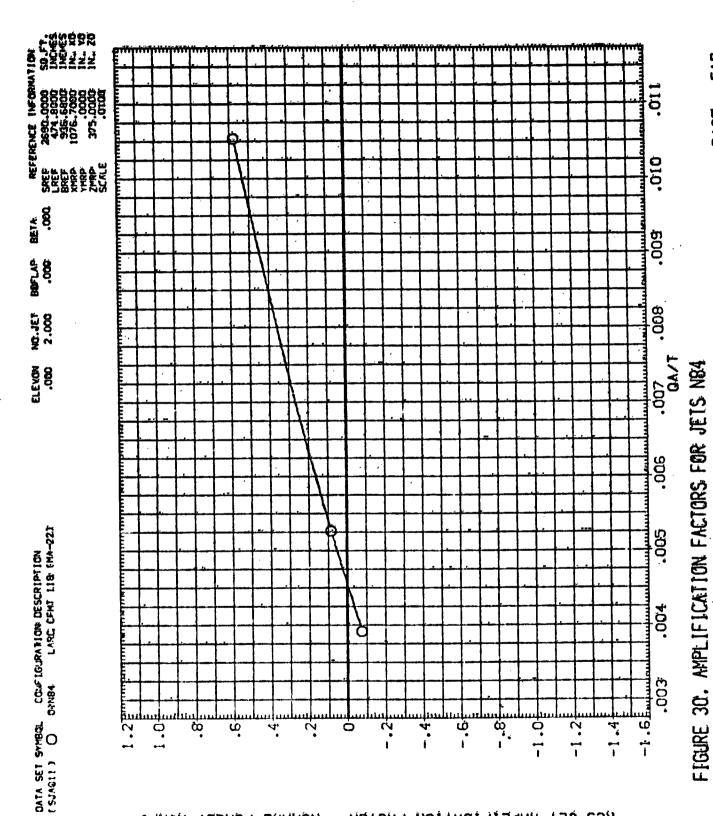
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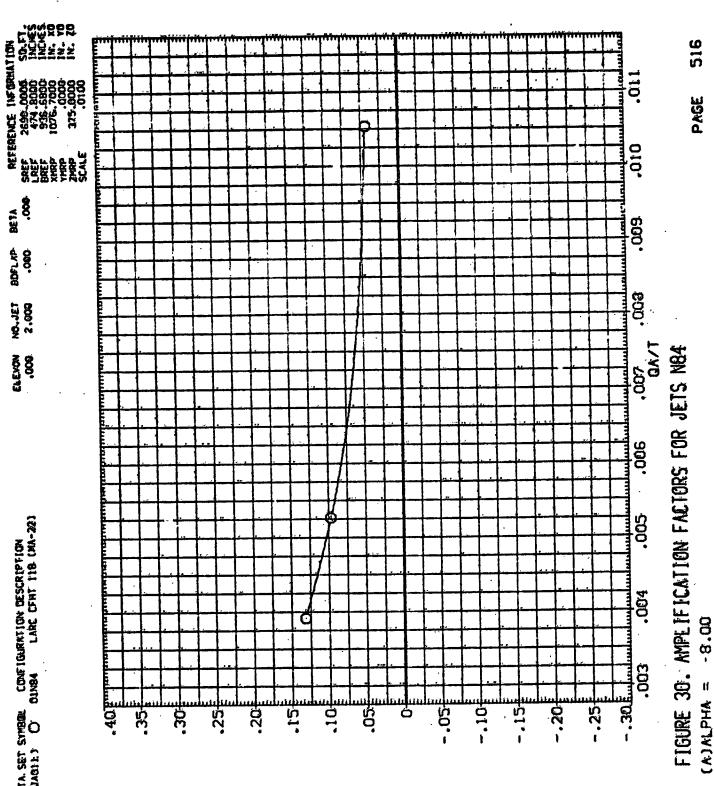


BCS TEL VWBLIFICATION FACTOR - NORMAL FORCE, NUMP,

(C) ALPHA =



BCS TET AMPLIFICATION FACTOR - NORMAL FORCE, N(NF)



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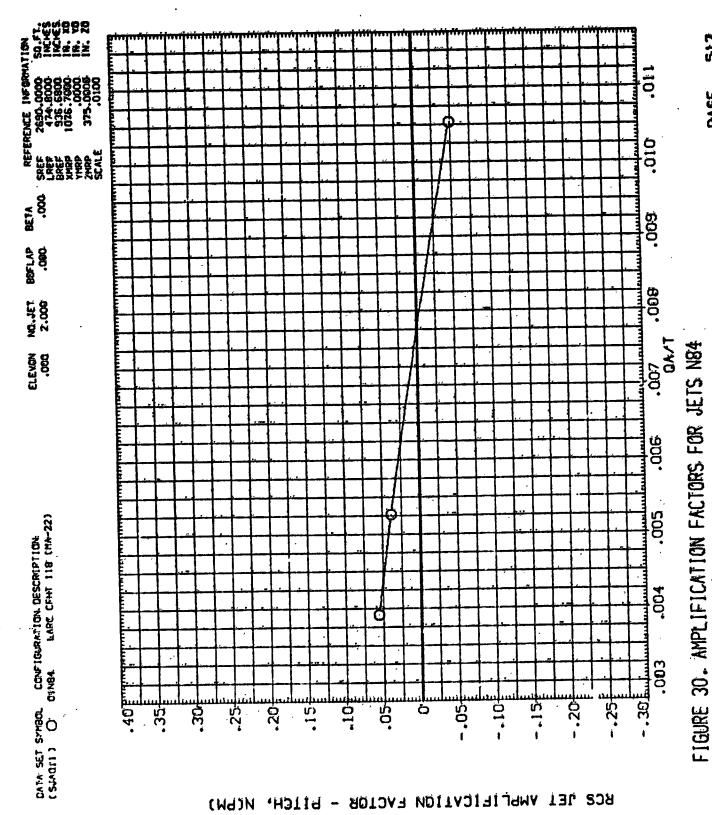
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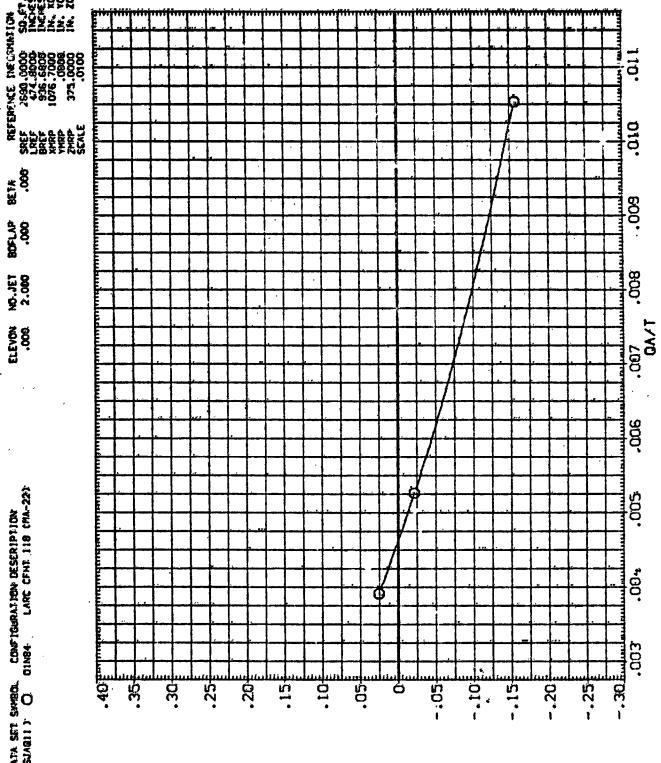
RCS JET AMPLIFICATION FACTOR - PITCH.

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RCS JET AMPLIFICATION FACTOR - PITCH,

FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84

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RCS JET AMPLIFICATION FACTOR - PITCH, N(PM)

FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 -2.00 (D)ALPHA =

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RCS JET AMPLIFICATION FACTOR - PITCH, N(PM)

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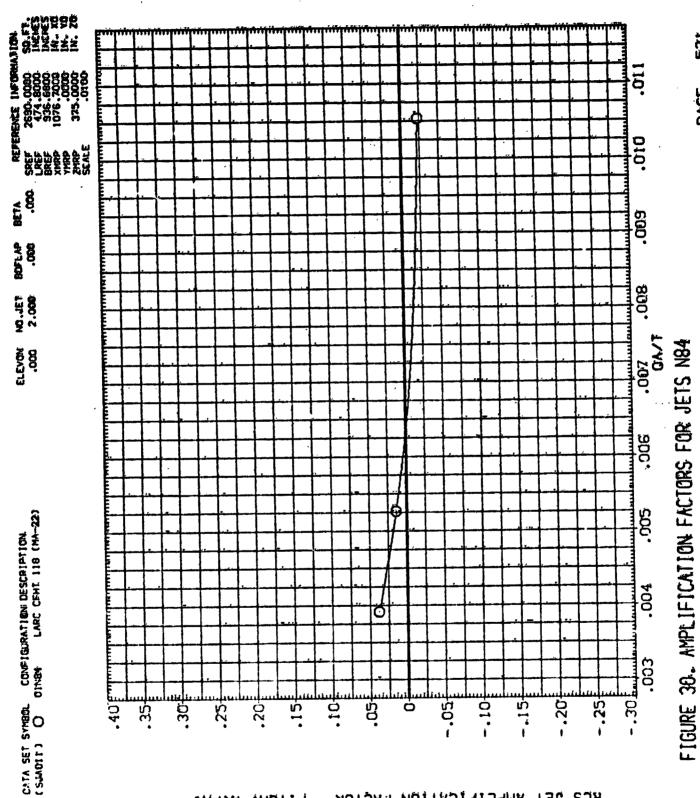
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FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84

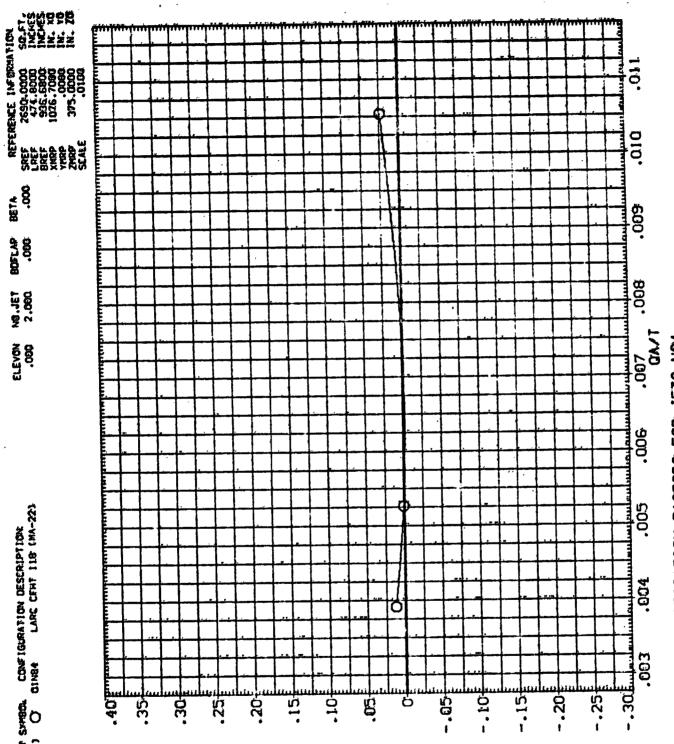
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RCS JET AMPLIFICATION FACTOR - PITCH, WCPM)

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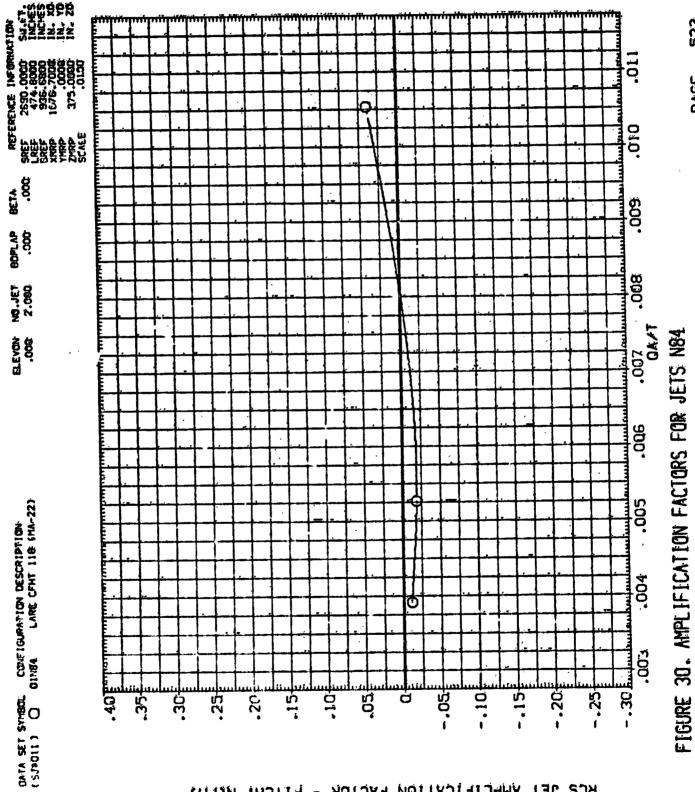


RCS JET AMPLIFICATION FACTOR - PITCH. NCPM)

FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 4.00 (G)ALPHA =

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RCS JET AMPLIFICATION FACTOR - PLICH, MEM)

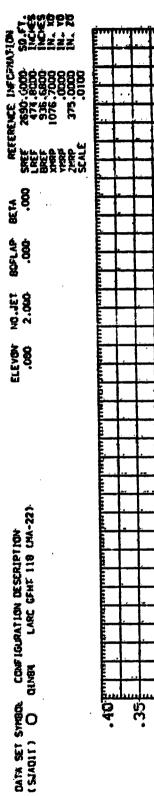


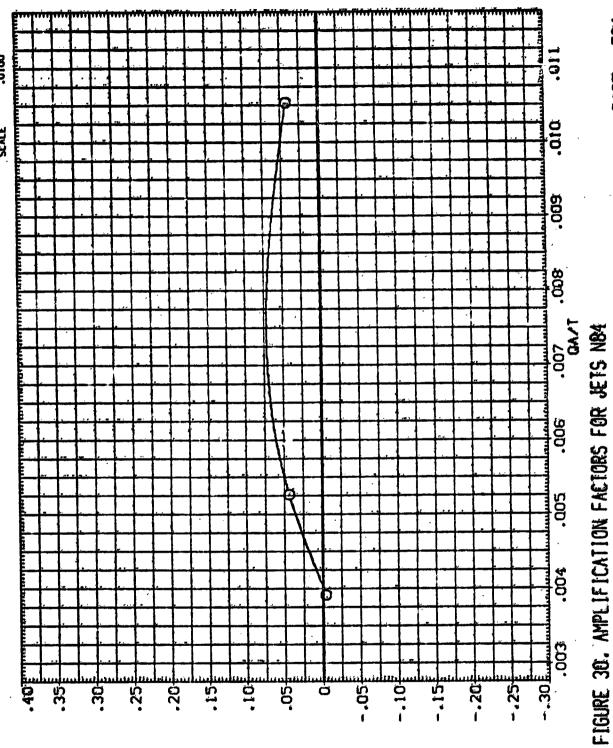
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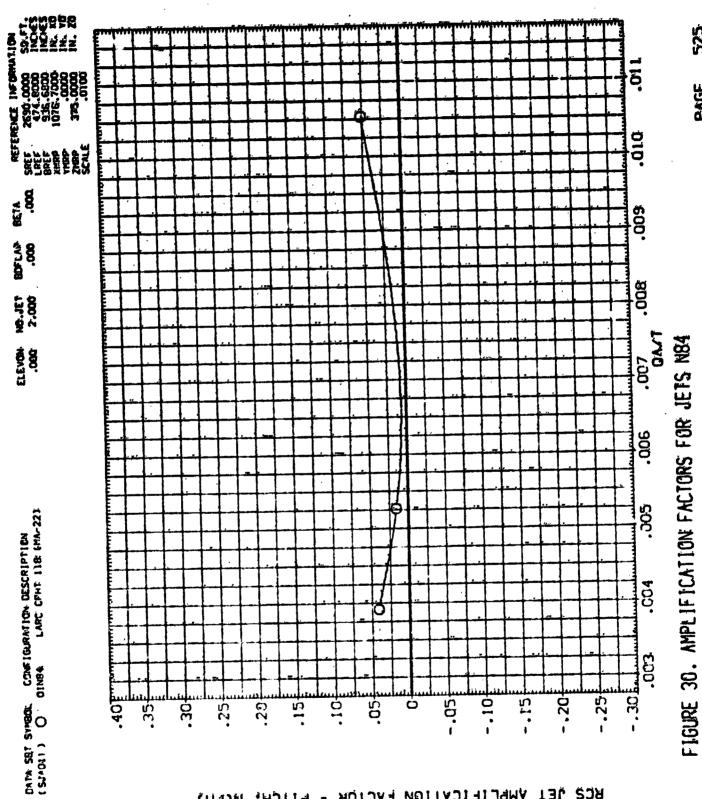
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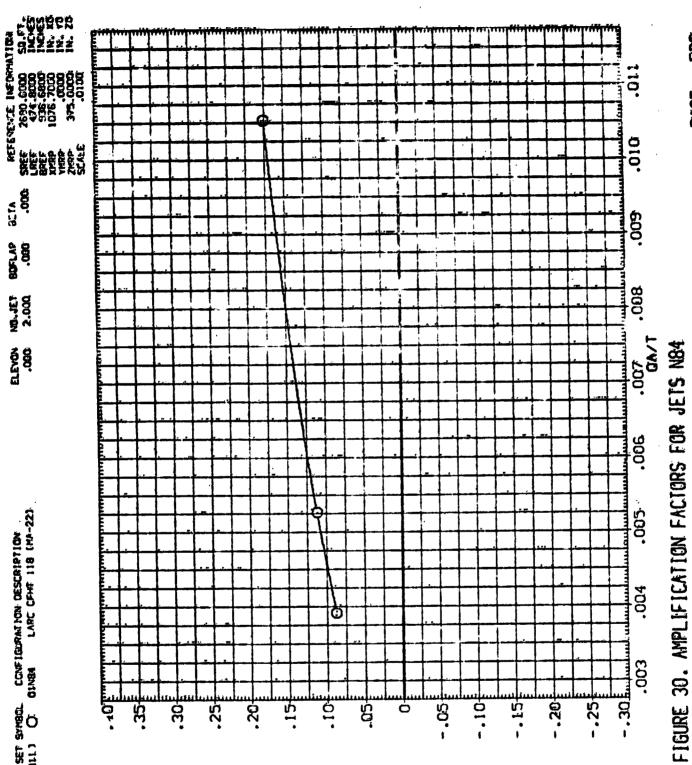
RCS JET AMPLIFICATION FACTOR - PITCH. N(PM)

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RCS JET AMPLIFICATION FACTOR - PITCH, M(PM)



RCS JET AMPLIFICATION FACTOR - PITCH, NCPM)

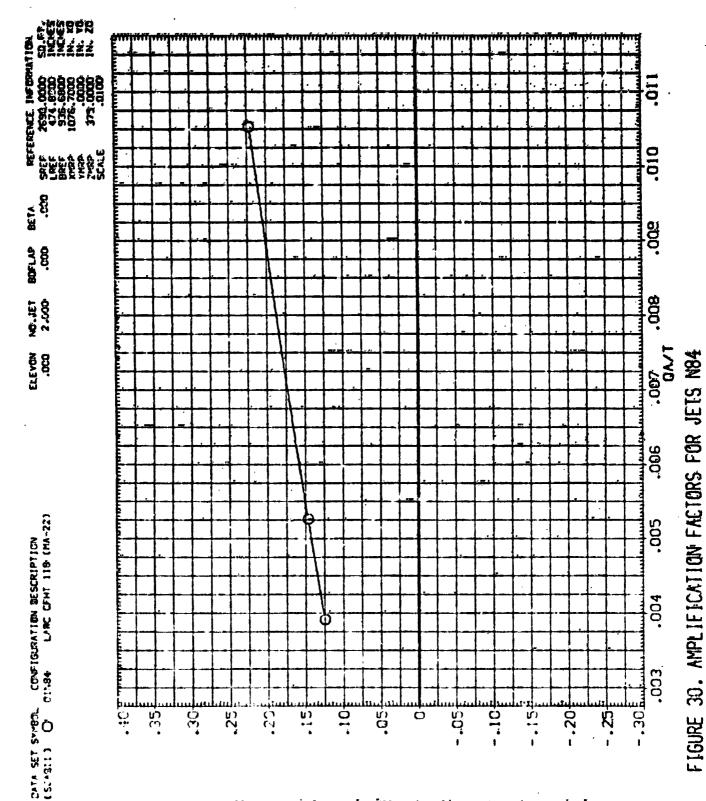
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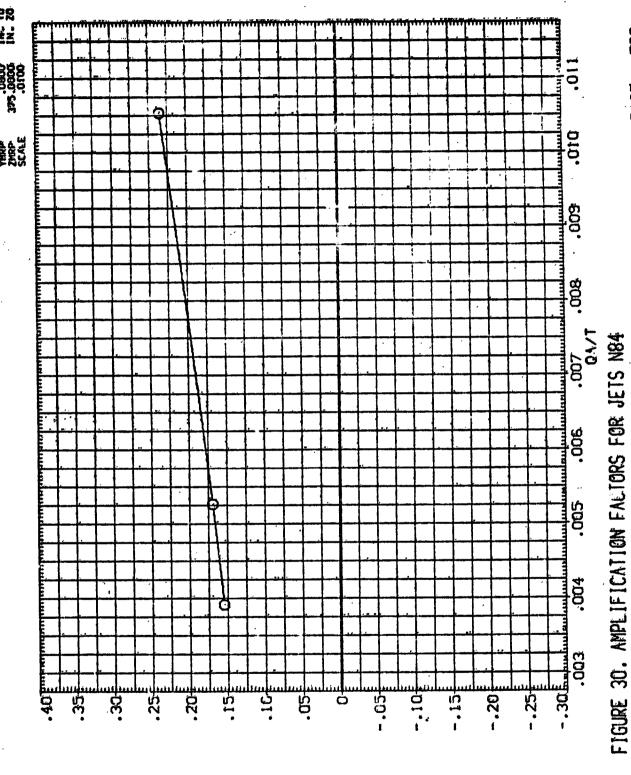
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(L)ALPHA =



RCS JET AMPLIFICATION FACTOR - PITCH. NCPM)



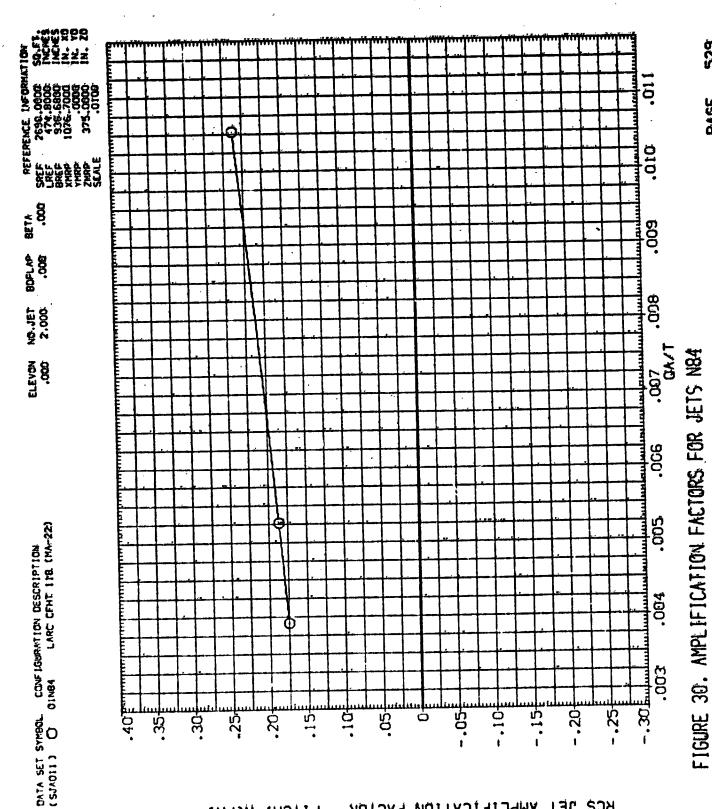
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(M) ALPHA =

RCS JET AMPLIFICATION FACTOR - PITCH, NCPM3

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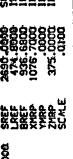
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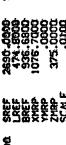
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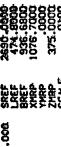
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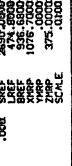
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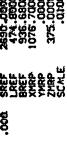
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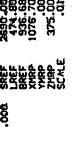


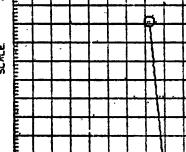


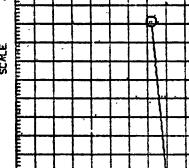


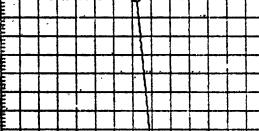


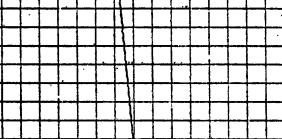












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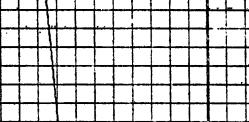
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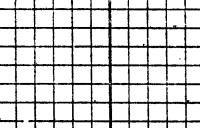
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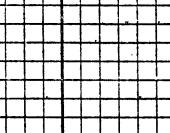
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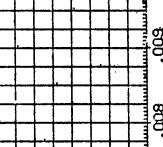
RCS JET AMPLIFICATION FACTOR - PITCH, N(PM)

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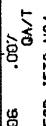




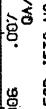






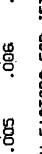












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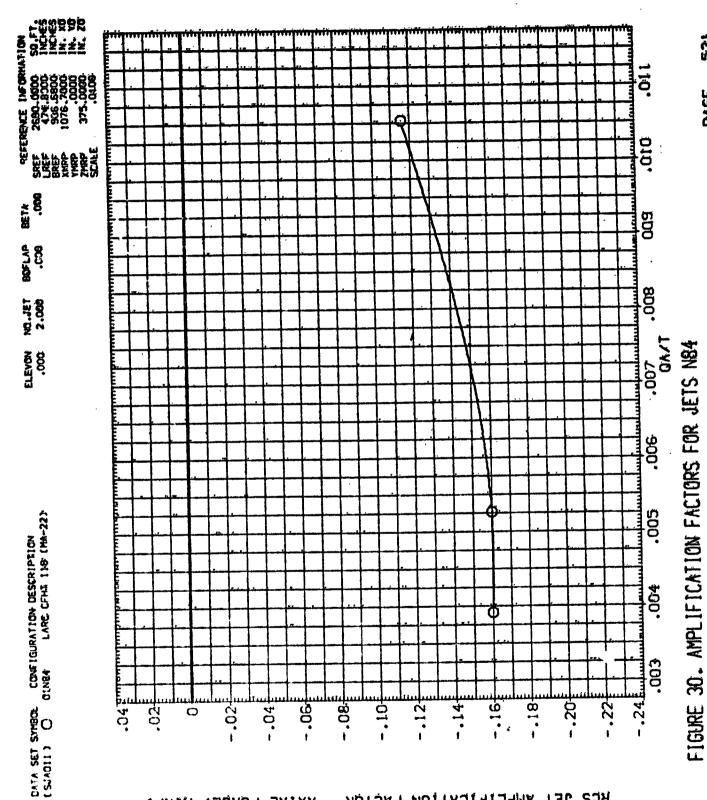
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RCS JET AMPLIFICATION FACTOR - AXIAL FORCE.



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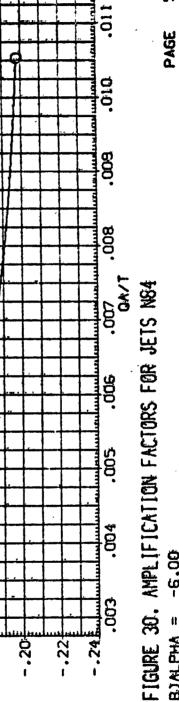
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RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, NCAF)

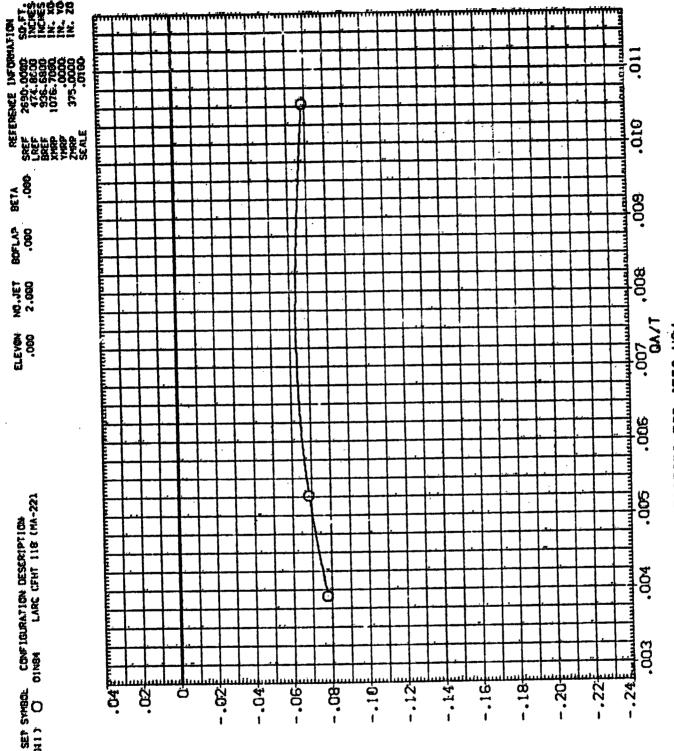
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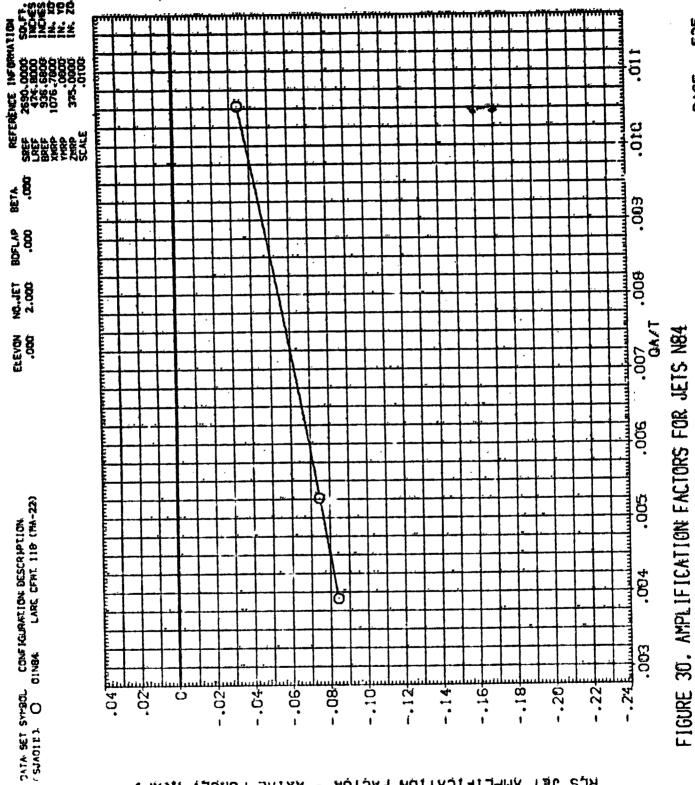
FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84

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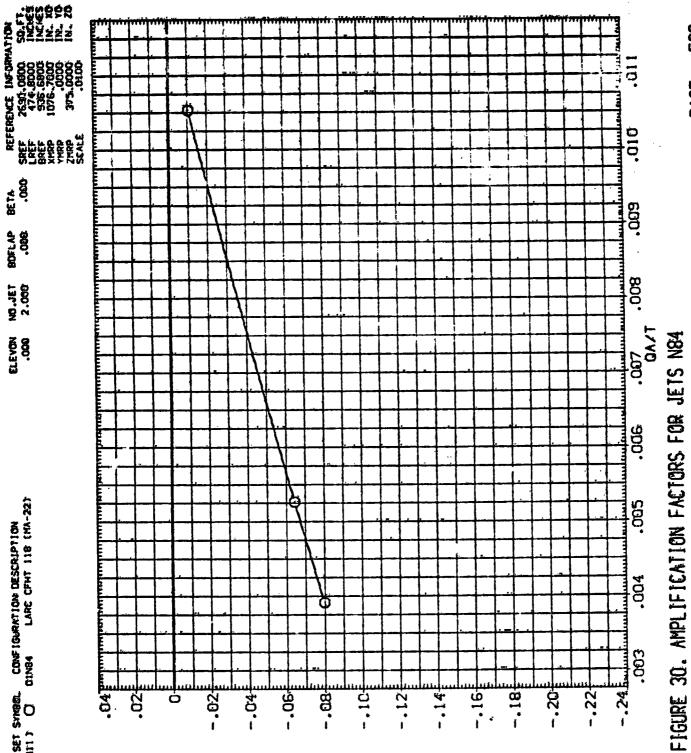
(D) ALPHA =

RCS JET AMPLIFICATION FACTOR - AXIAL EGRCE. N(AF)

(E)ALPHA =



RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, MCAF)



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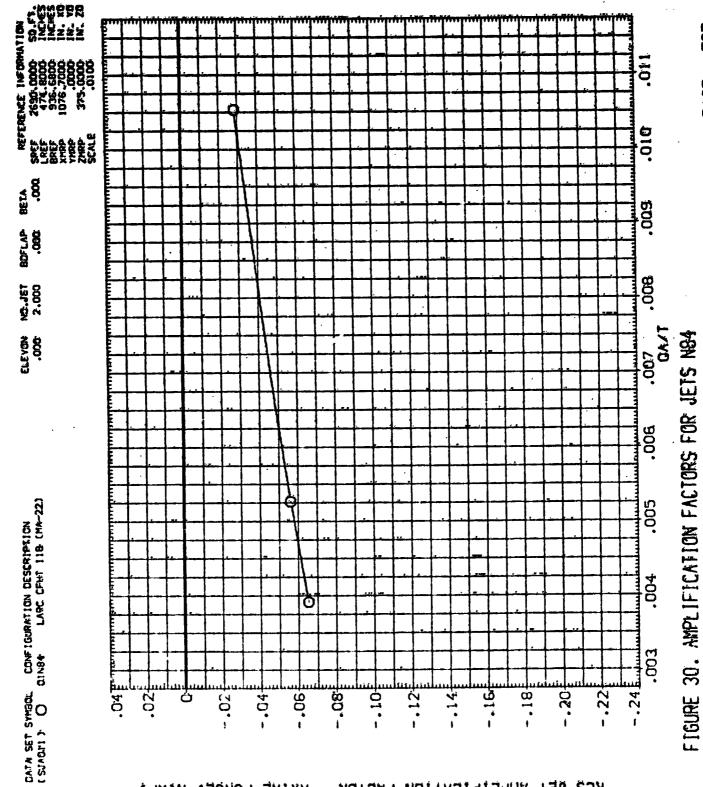
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(F)ALPHA =

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(G) ALPHA =



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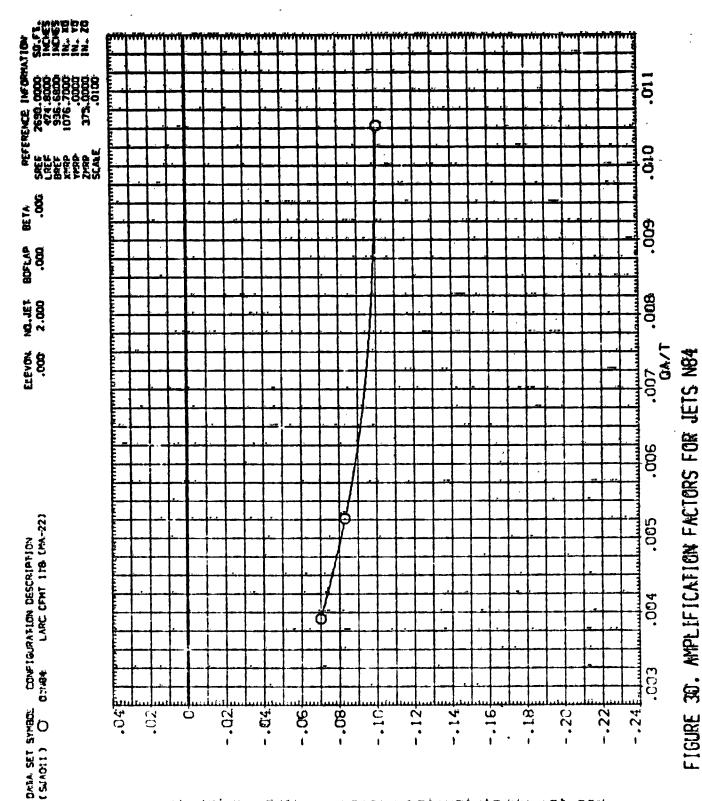
PCS JET AMPLIFICATION FACTOR - AXIAL FORCE. N(AF)

FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 8.8 (H)ALPHA =

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RCS JET AMPLIFICATION FACTOR - AXIAL FORÇE, N(AF)

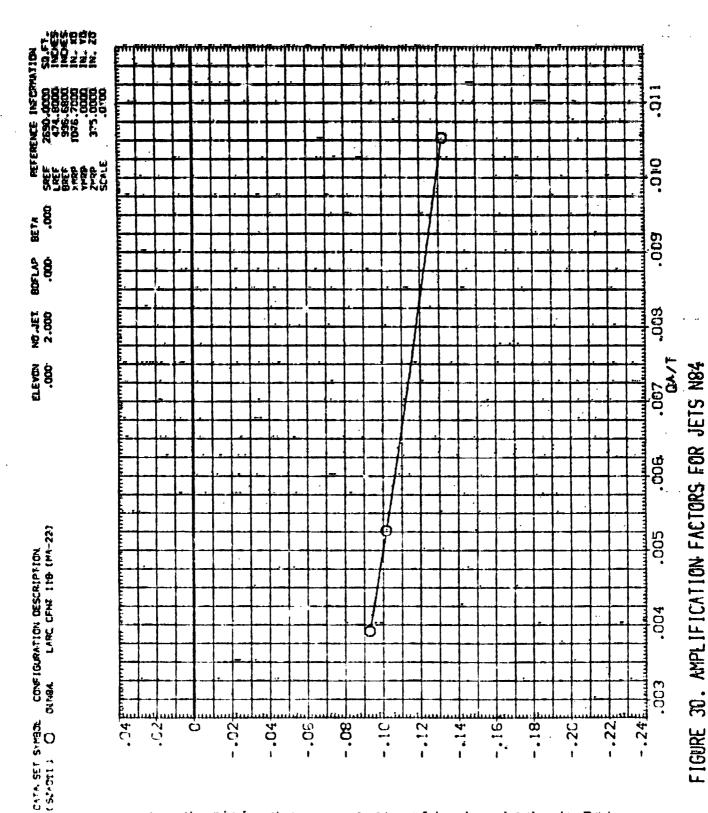
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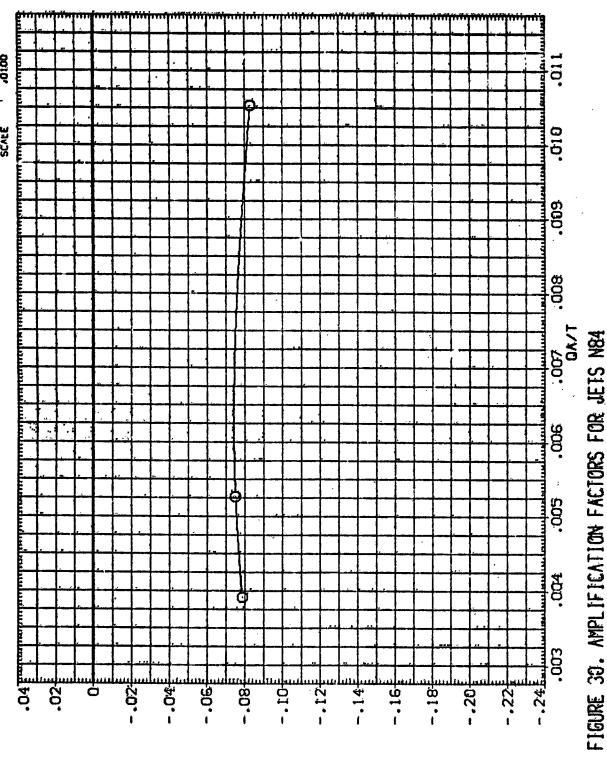
RCS JET AMPLIFICATION FACTOR - AXIAL FORCE. NCAFJ

(M)ALPHA =

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RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, NCAF)

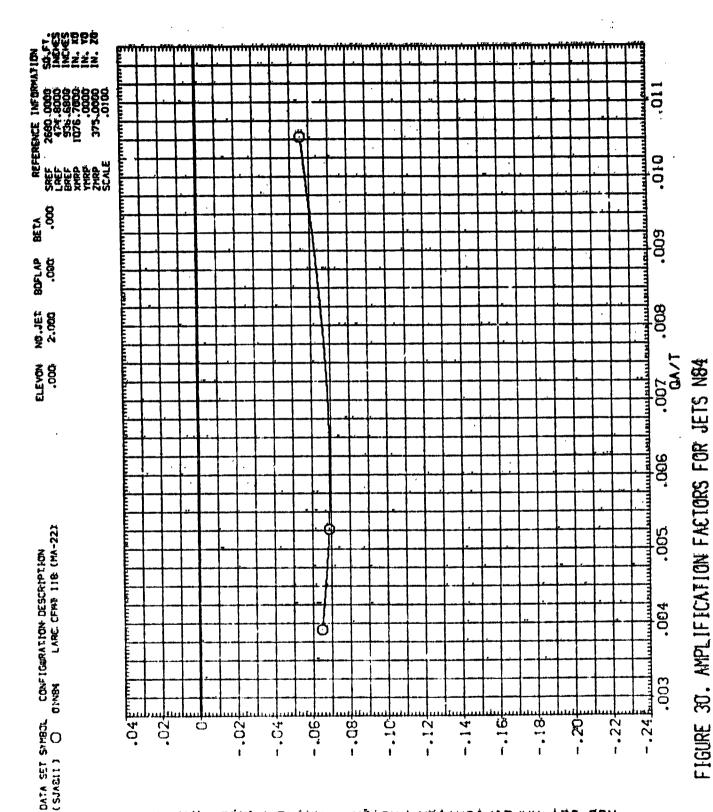


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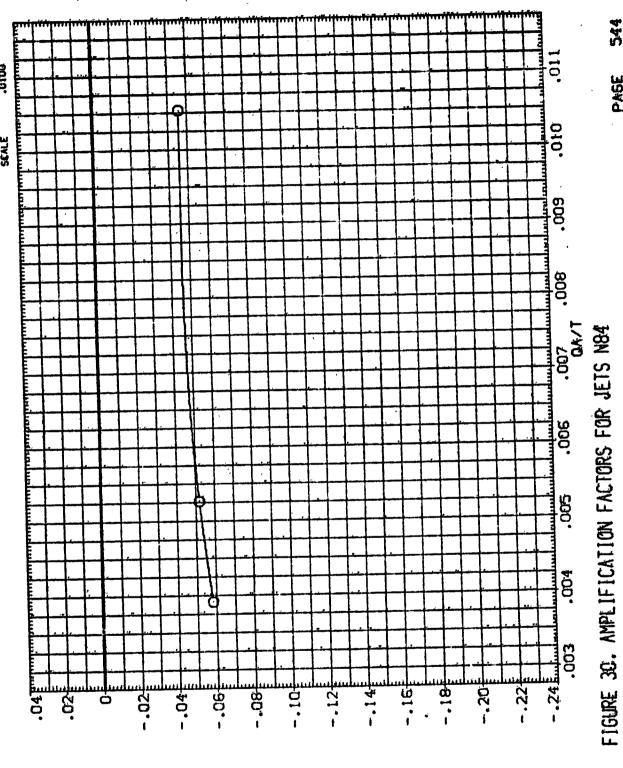
(L)ALPHA =

RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, NCAFJ

(M)ALPHA =



RCS JET AMPLIFICATION FACTOR - AXIAL FORCE. NCAF



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RCS JET AMPLIFICATION FACTOR - AXIAL FORCE,

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FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84

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RCS JET AMPLIFICATION FACTOR - ROLL, N

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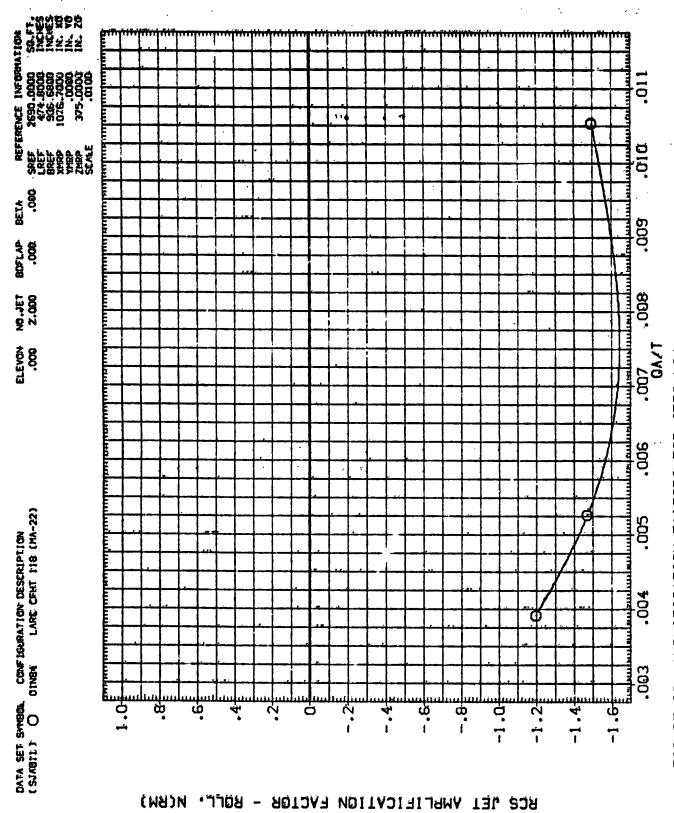


FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 (CIALPHA = -4.00

PAGE 548

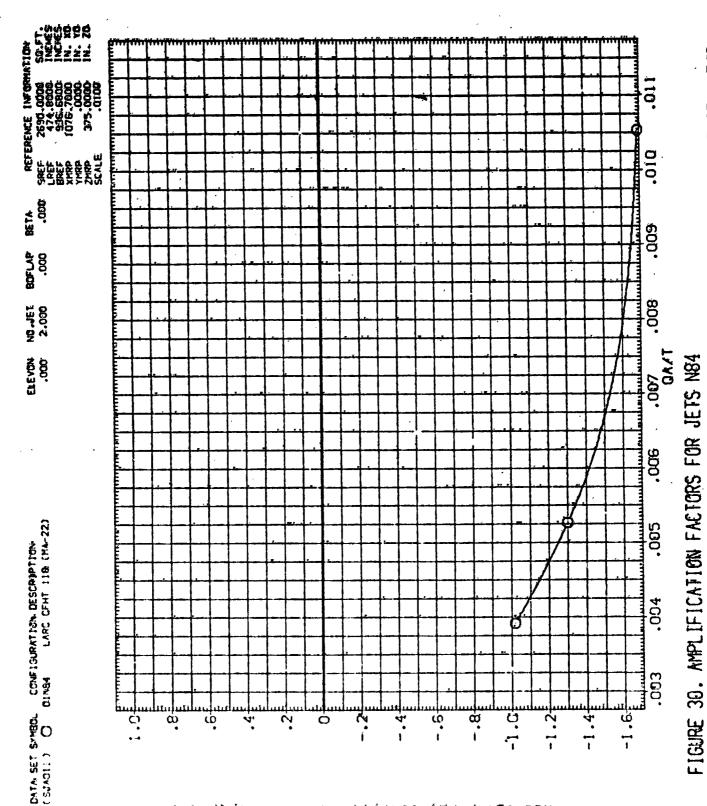
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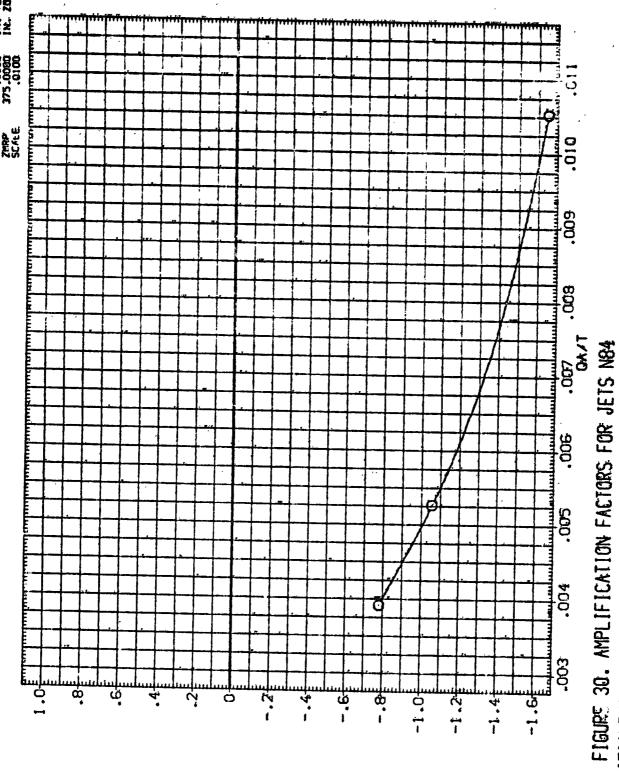
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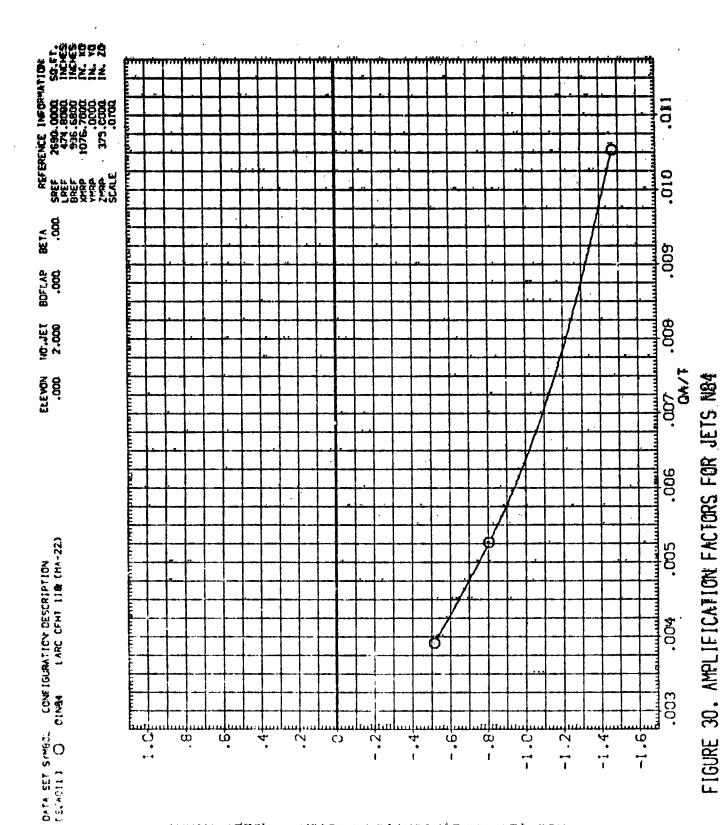
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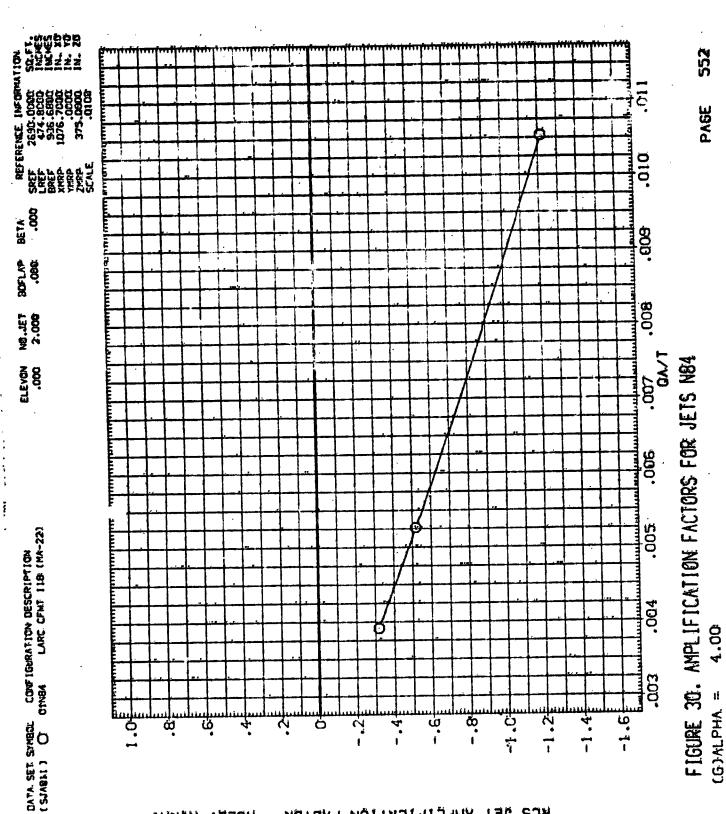
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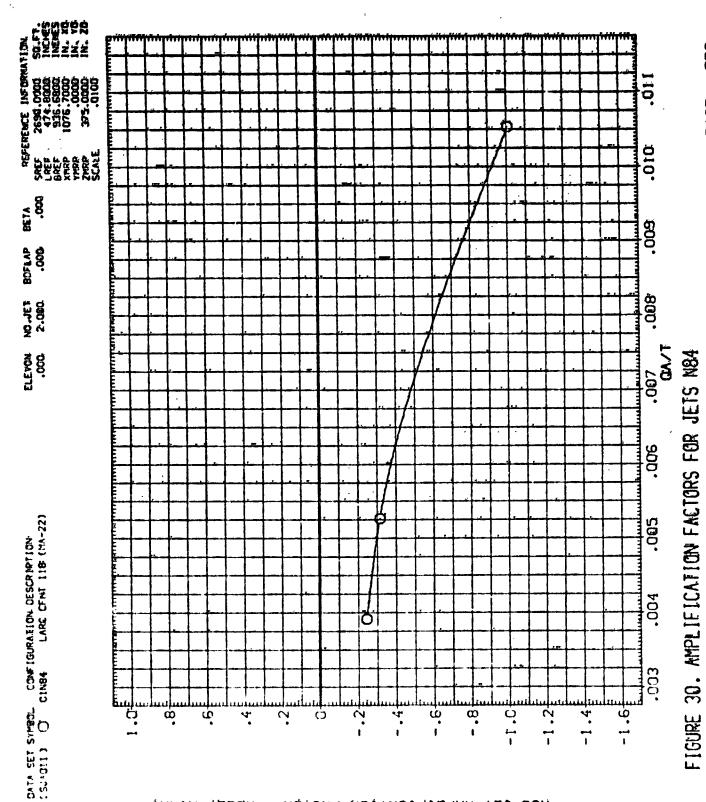
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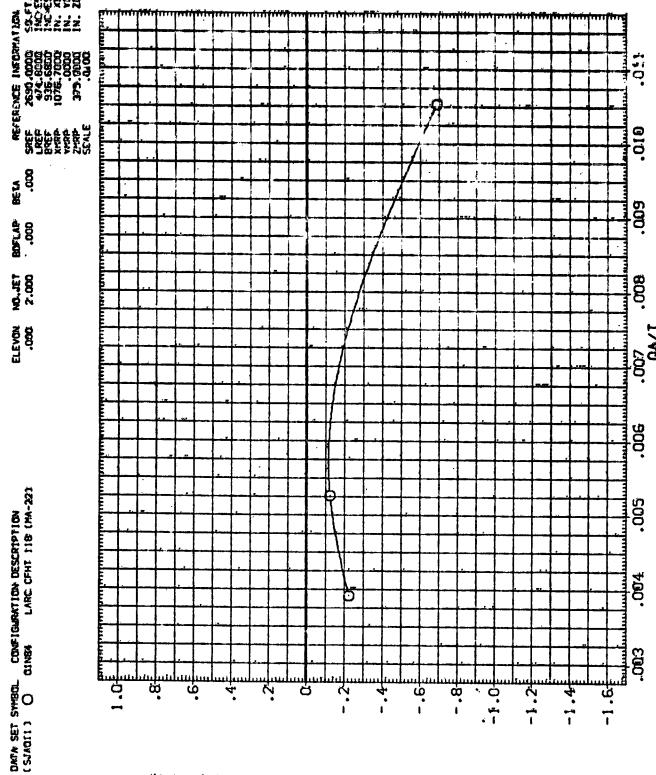
RCS JET AMPLIFICATION FACTOR - ROLL, NCRM)

FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84

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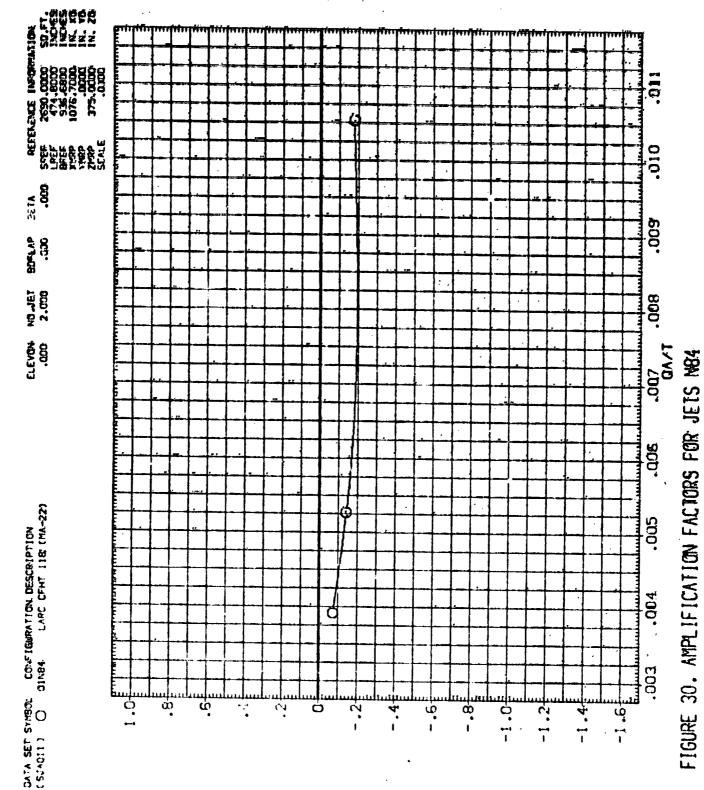


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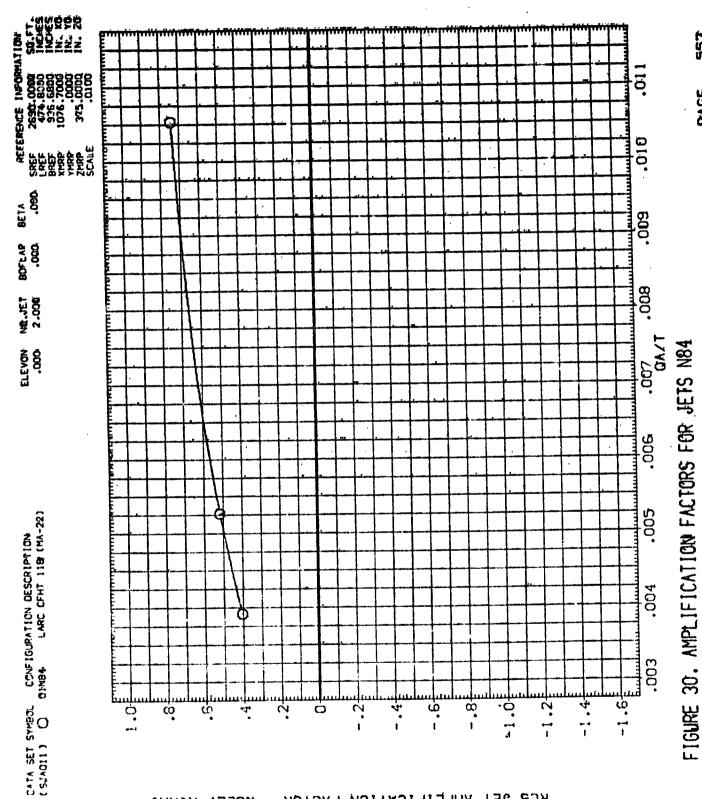
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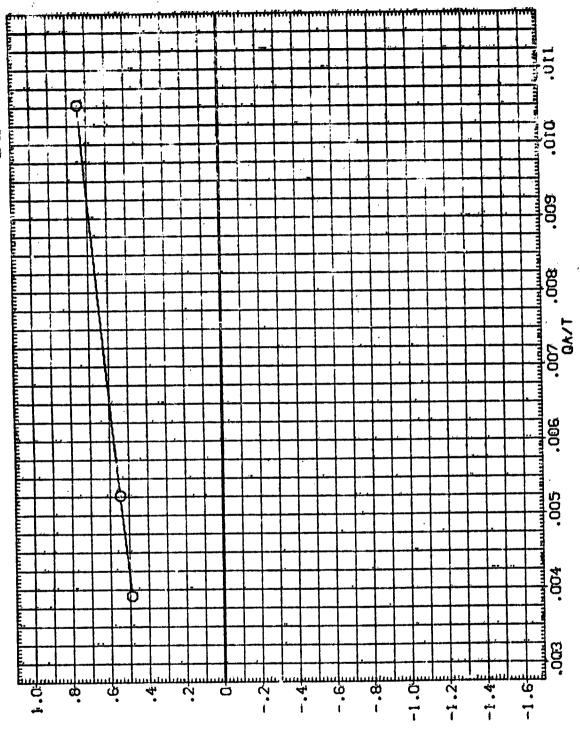
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FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 25.00

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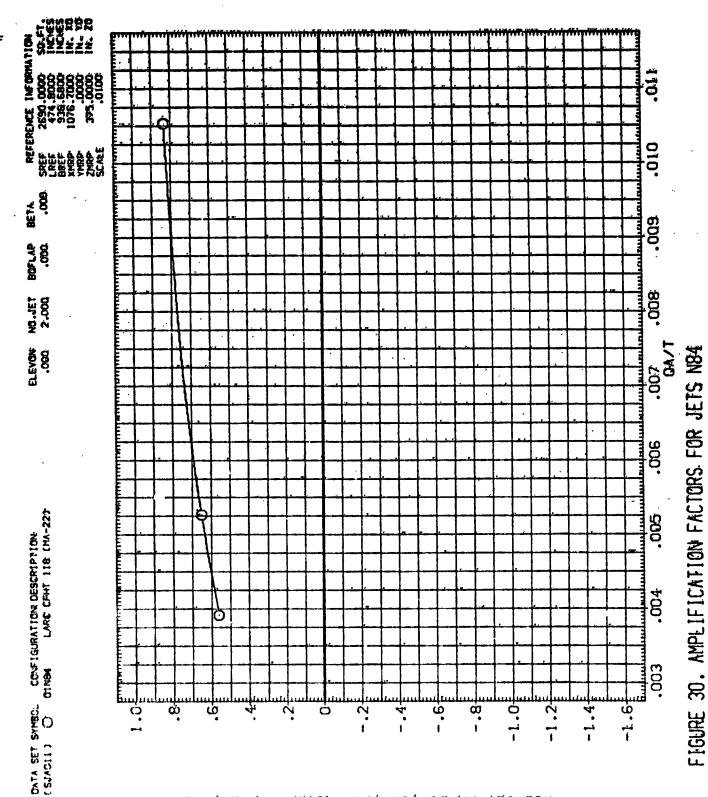
558 PAGE

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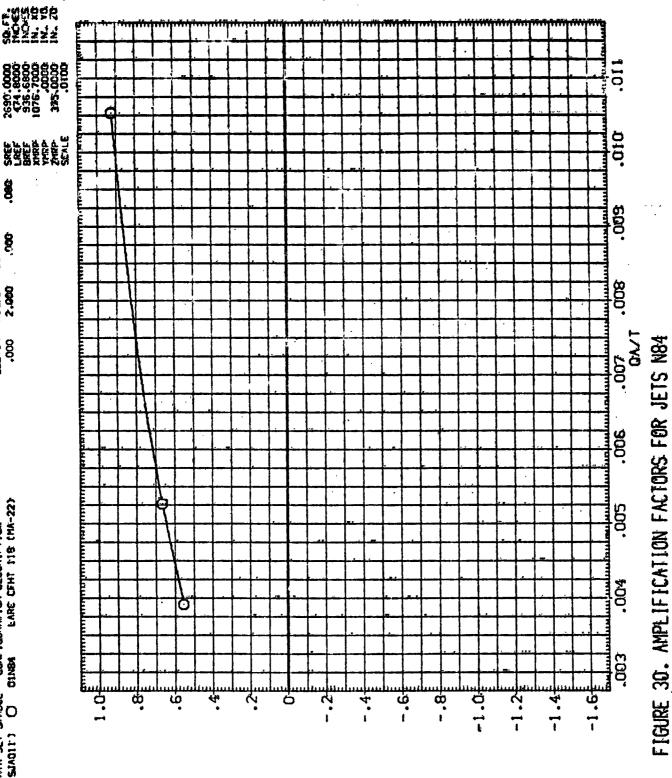
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FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84

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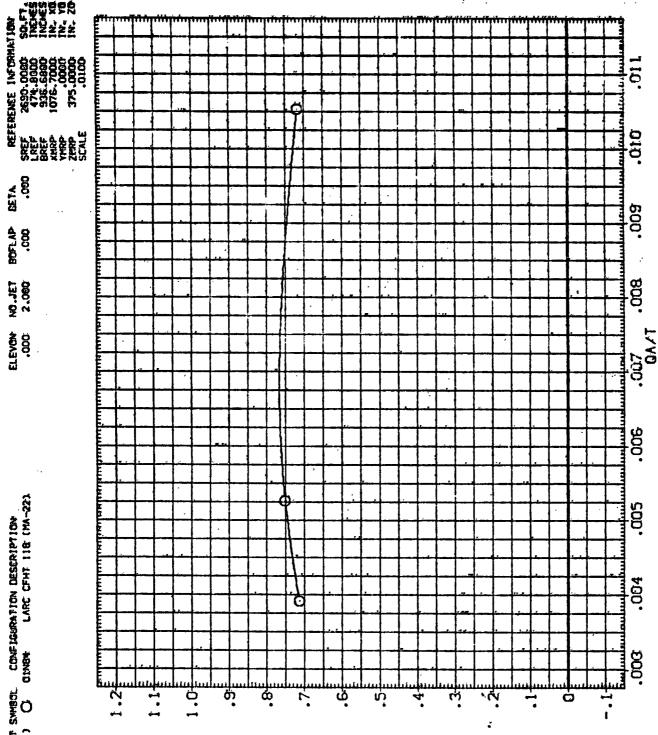
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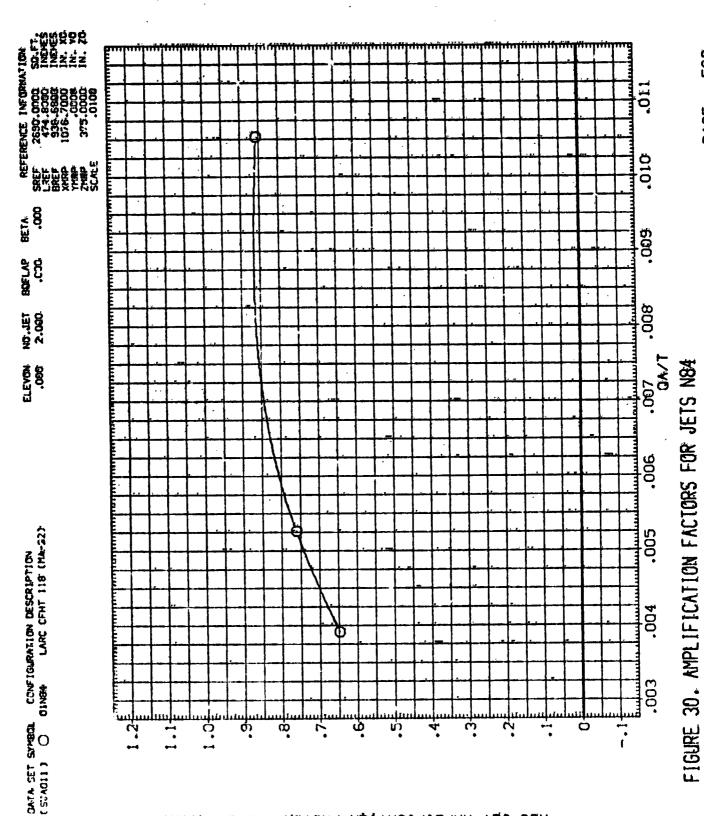
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RCS JET AMPLIFICATION FACTOR - YAW. NCYM,

FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 -6.0d (B)ALPHA =

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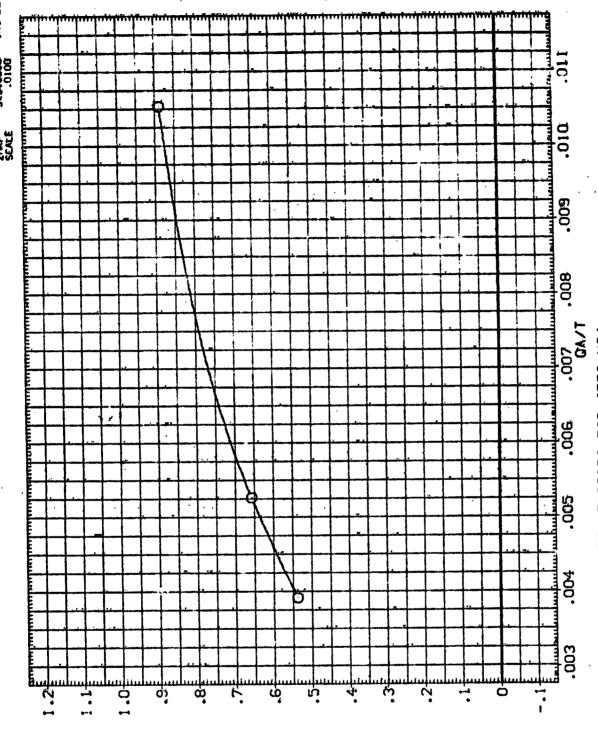
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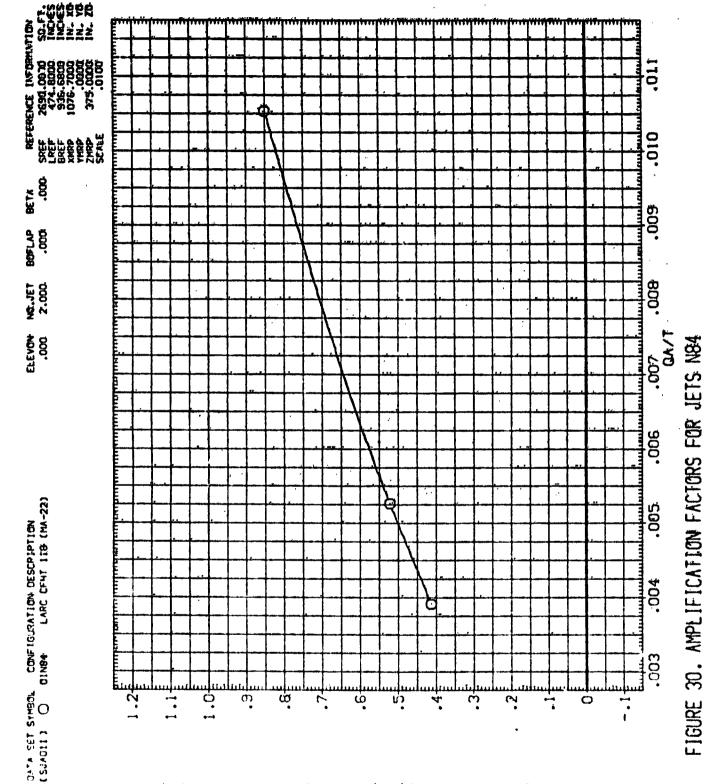


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FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84

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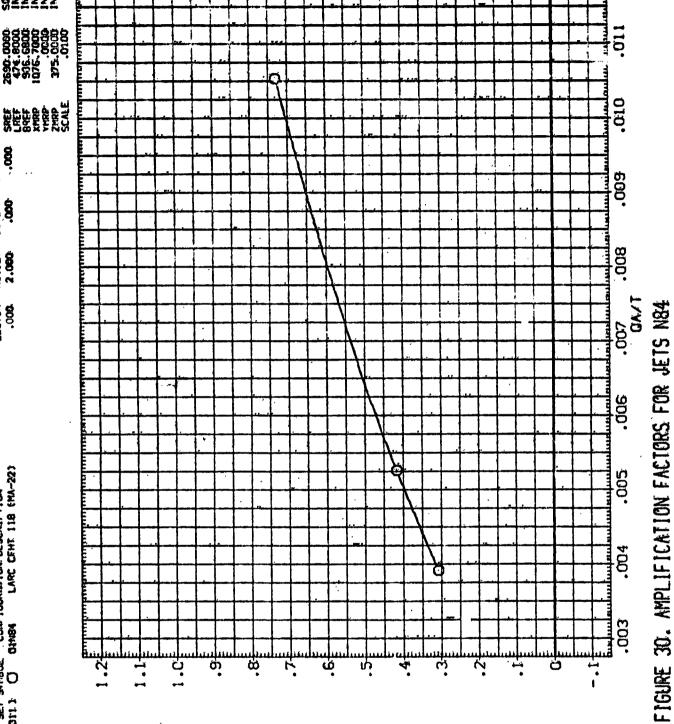
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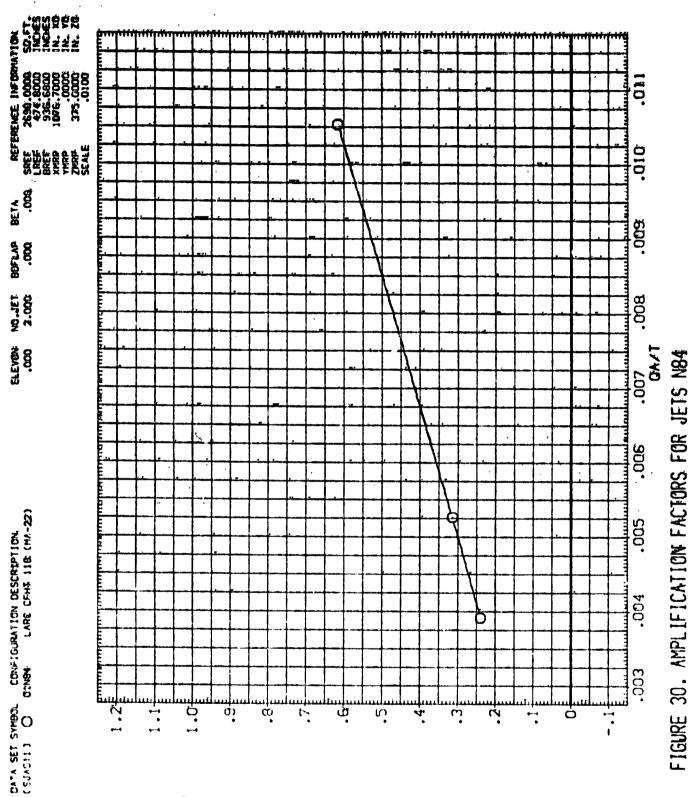
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RCS JET AMPLIFICATION FACTOR - YAW, MCYM)



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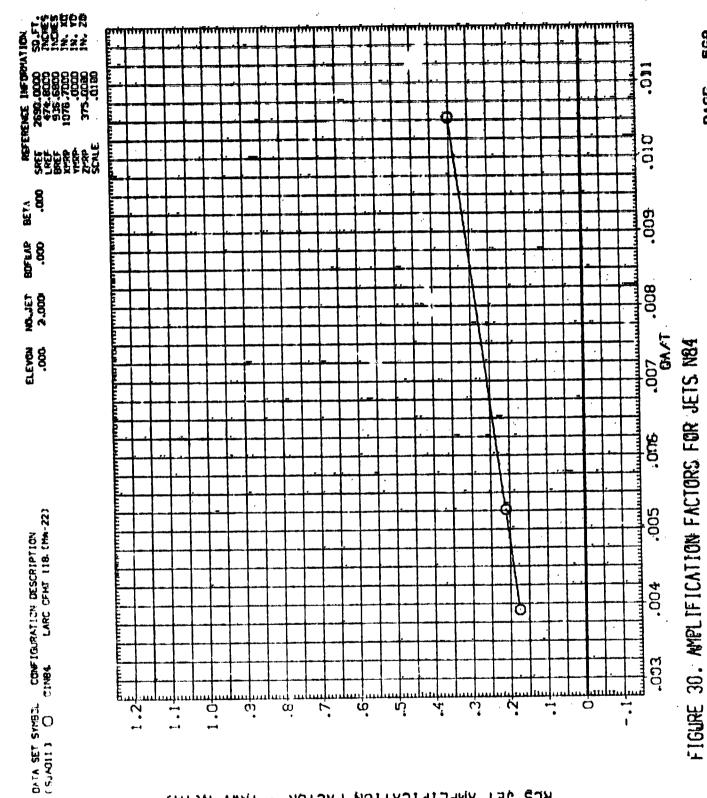
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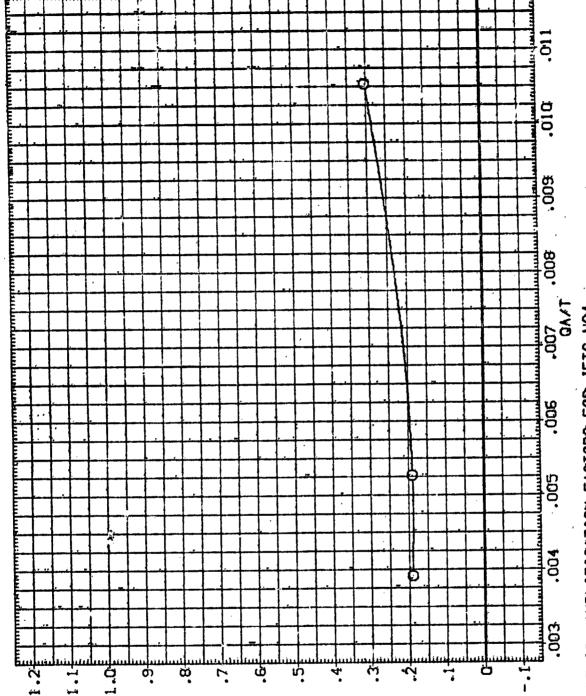
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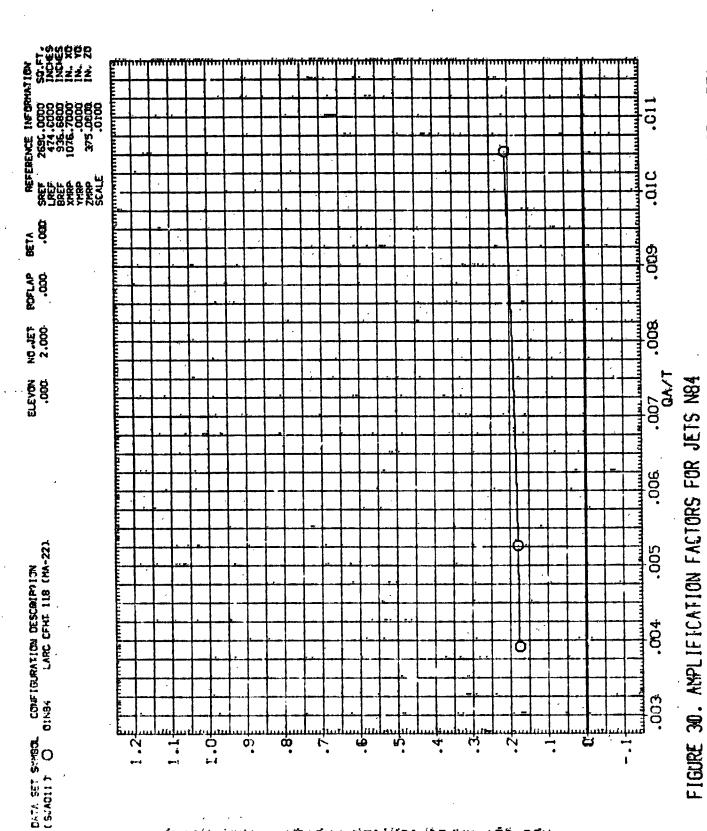
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FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 10.00 (J)ALPHA =

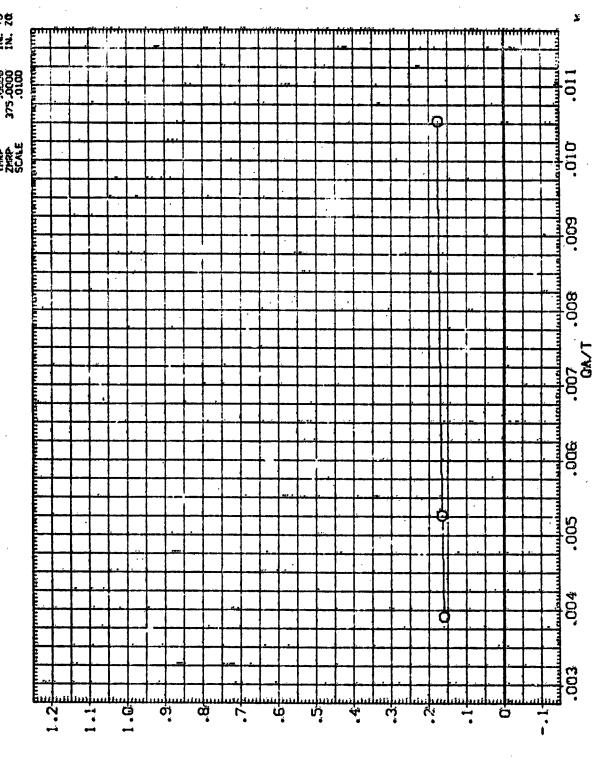
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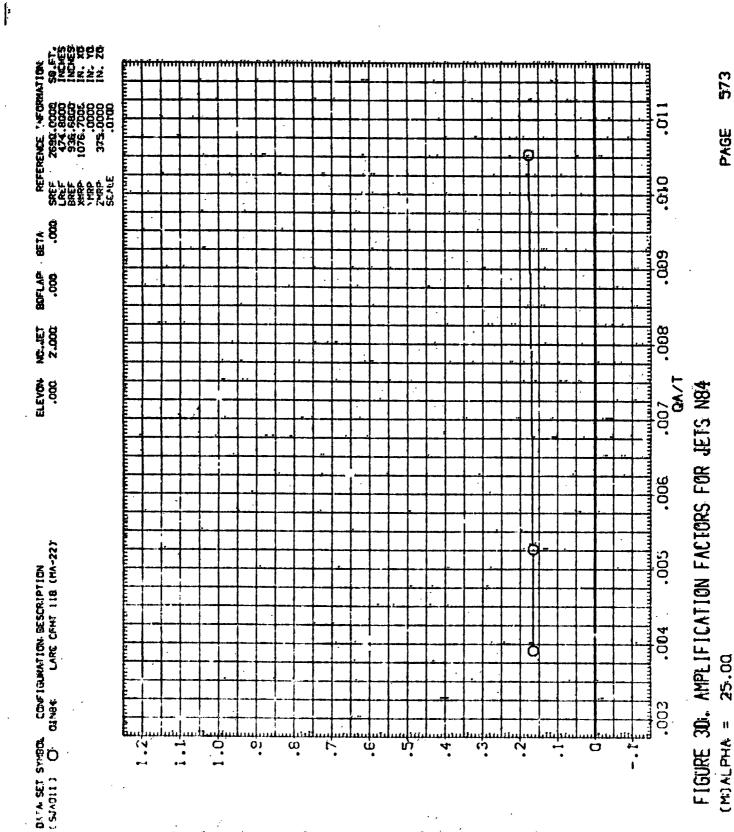
RCS JET AMPLIFICATION FACTOR - YAW, NOYM)



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FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 20.00 (L)ALPHA =

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FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84

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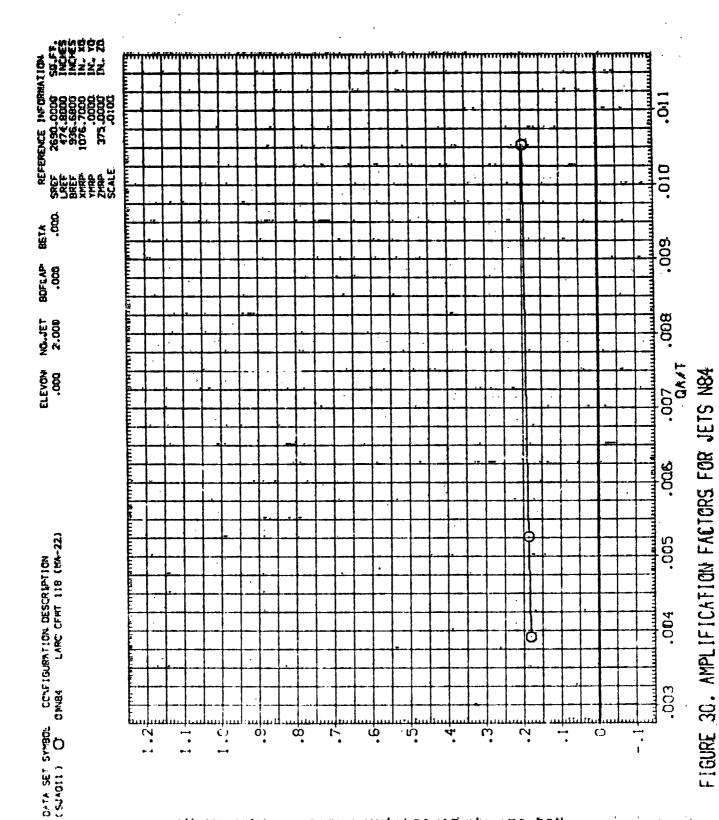
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BCZ TET AMPLIFICATION FACTOR - YAW. N(YM)

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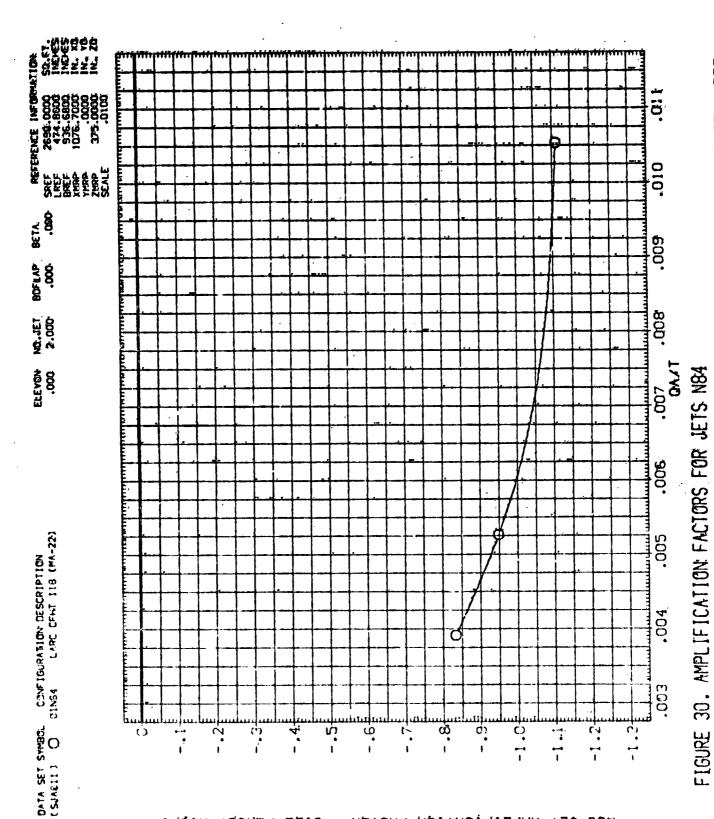
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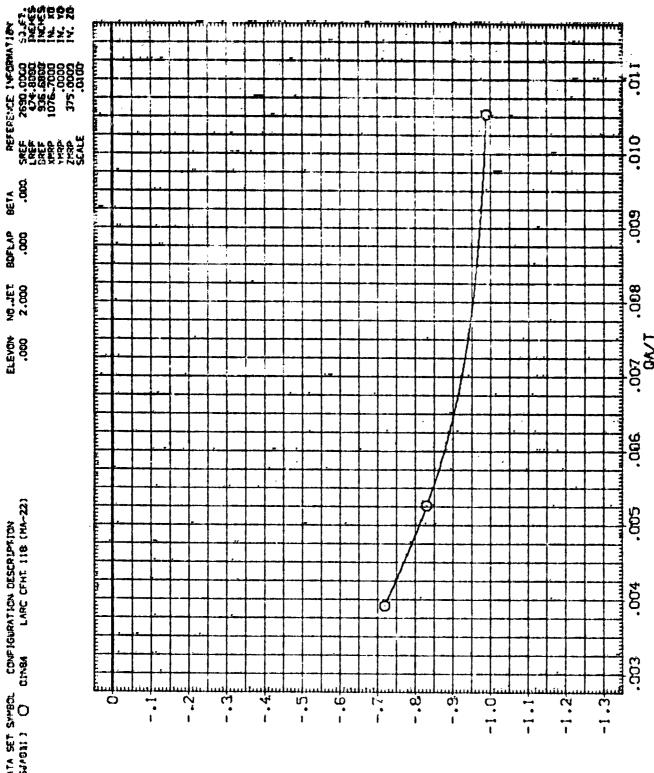
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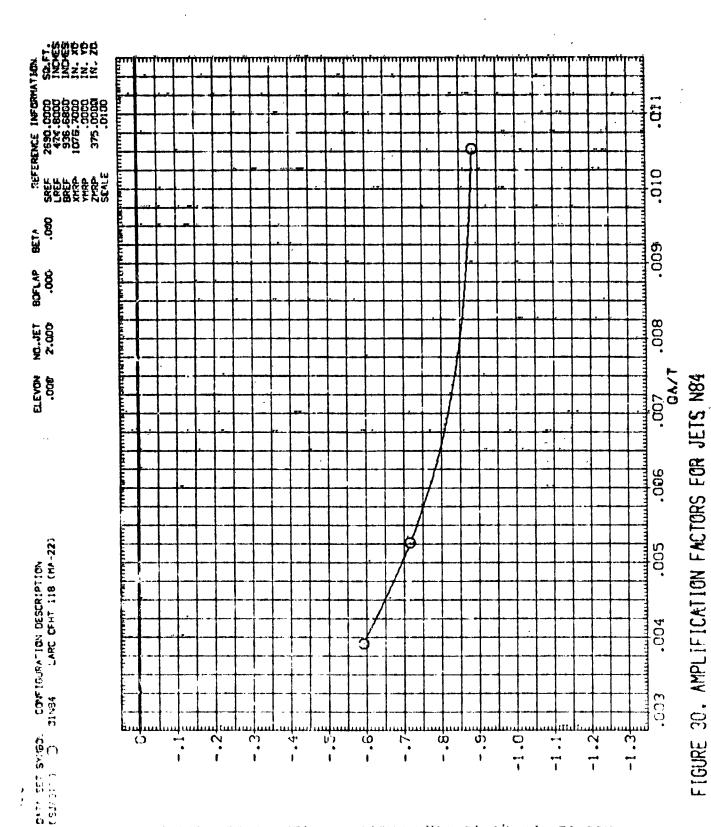
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FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 -4.00 (C)ALPHA =

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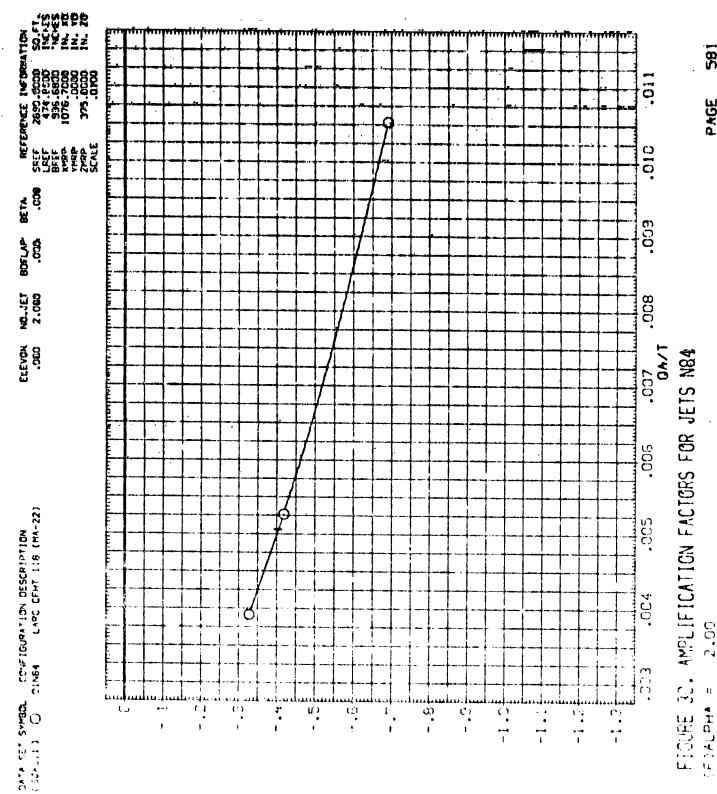


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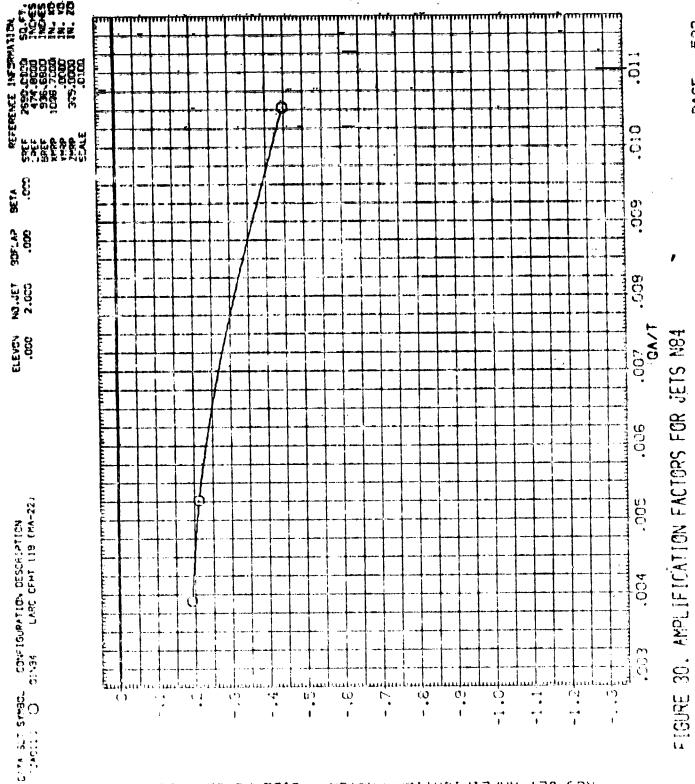
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FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84

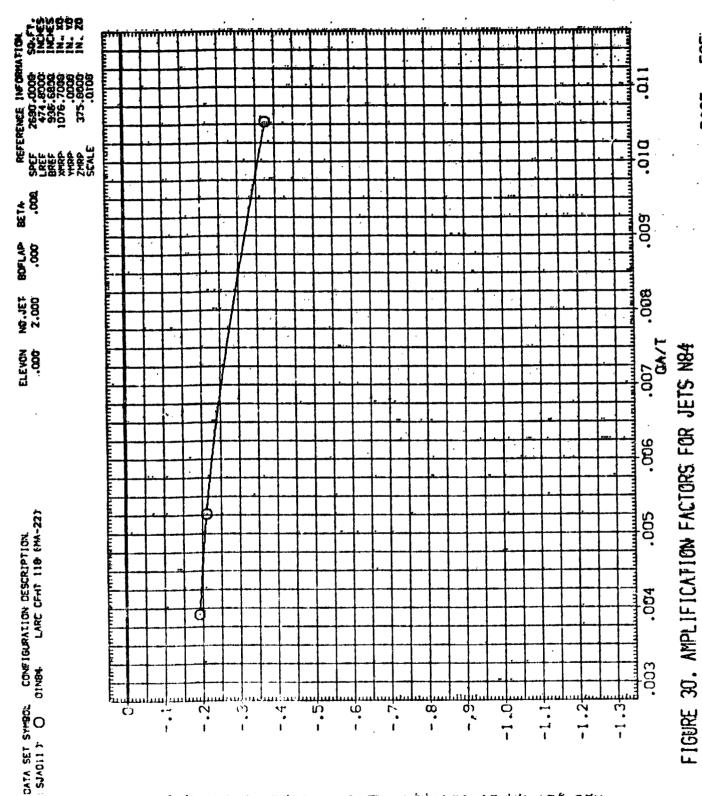
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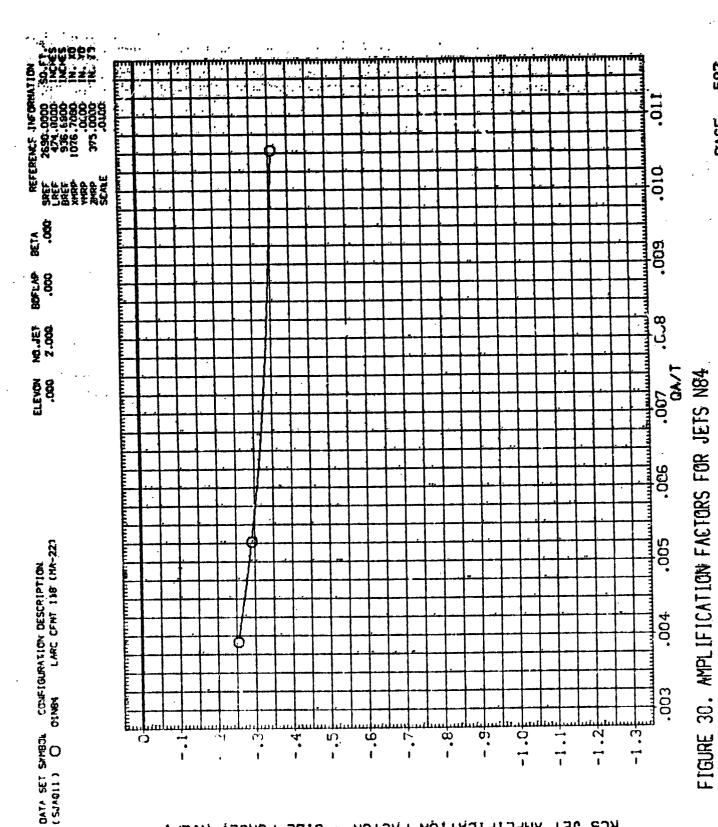
FIGURE 30. AMPLIFICATION FACTORS FOR JETS N84 15.00 (K)ALPHA =

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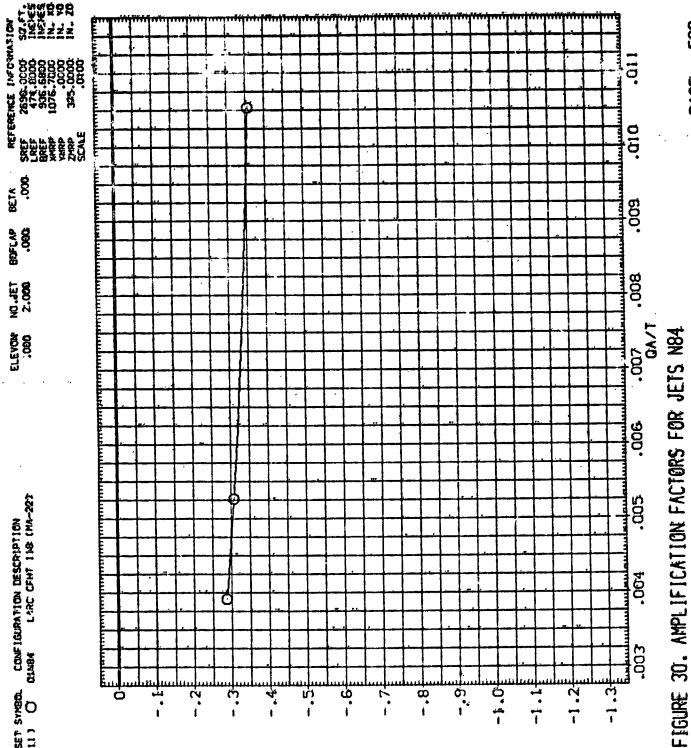
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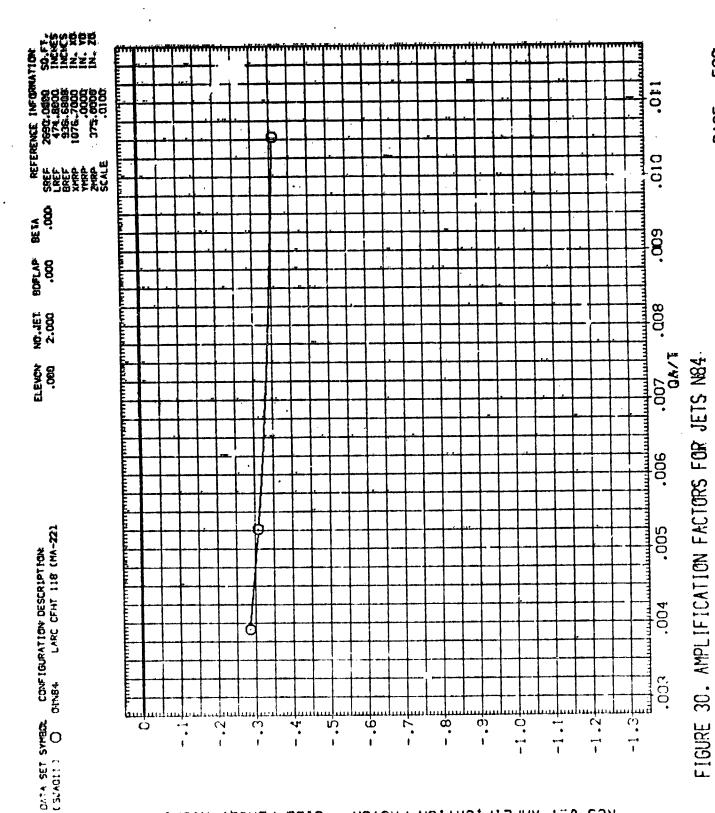
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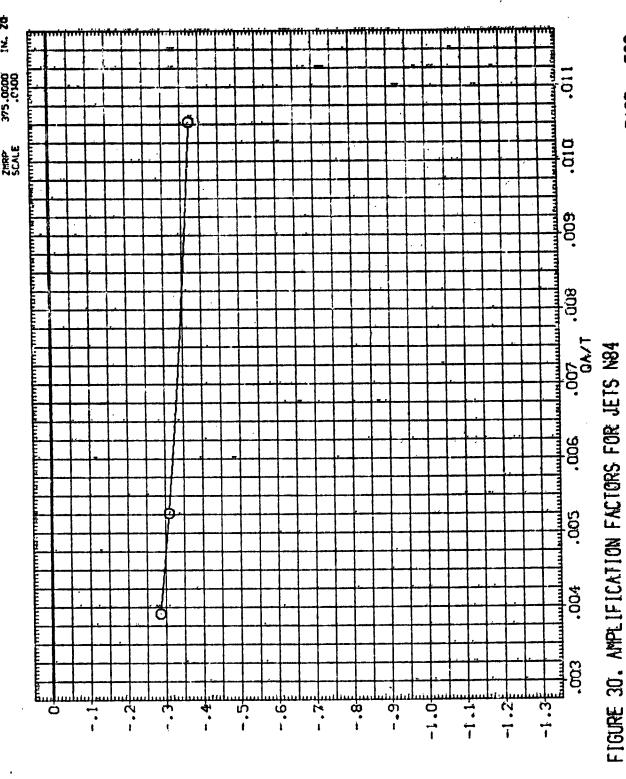
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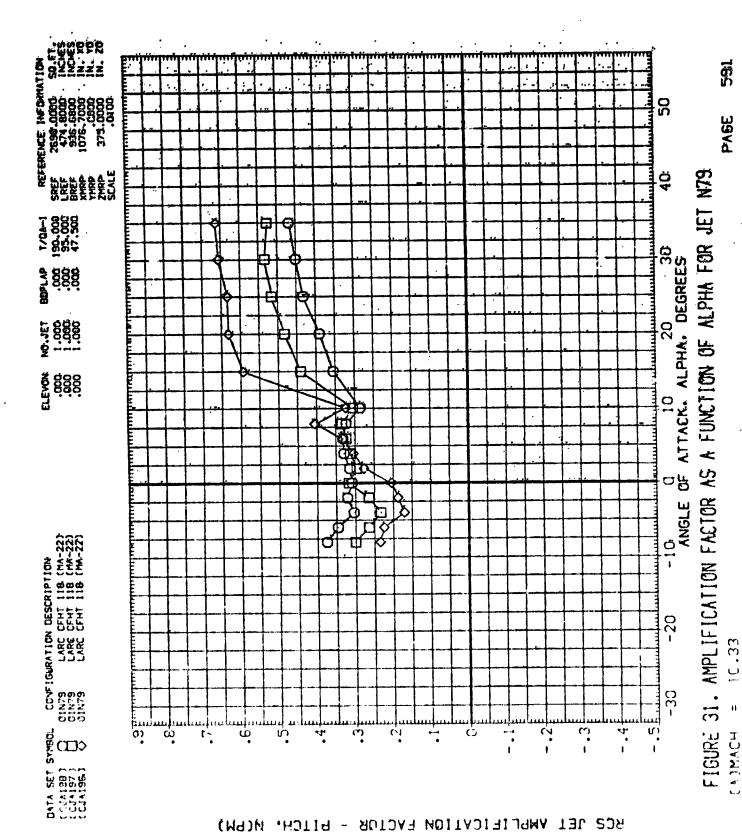
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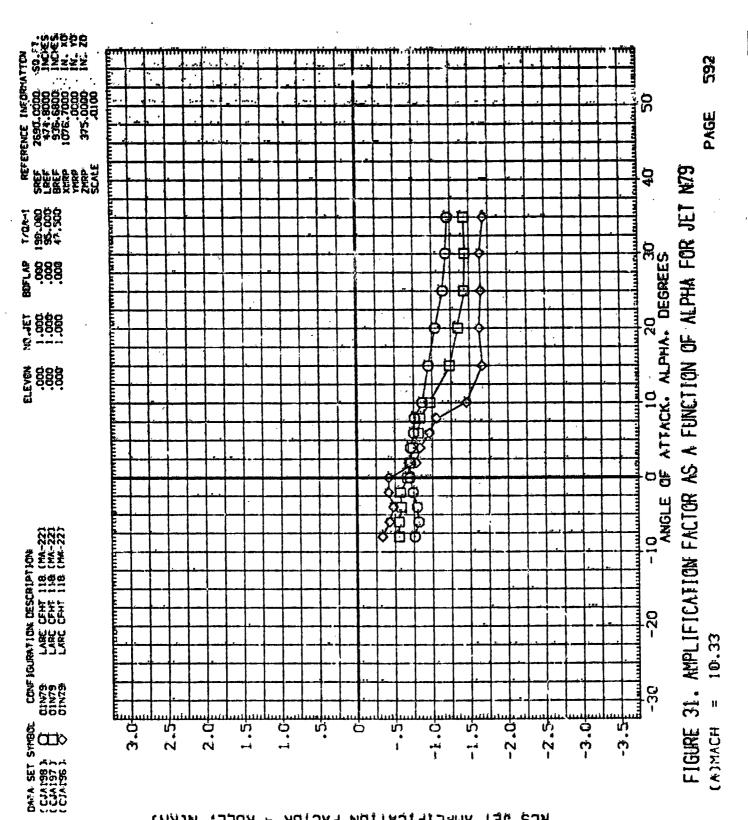
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BCS JET AMPLIFICATION FACTOR - YAW, NCYM)

FIGURE 31. AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET N79 O 0 10 20 30 ANDLE OF ATTACK, ALPHA, DEGREES 10.33 11 (A)MACH

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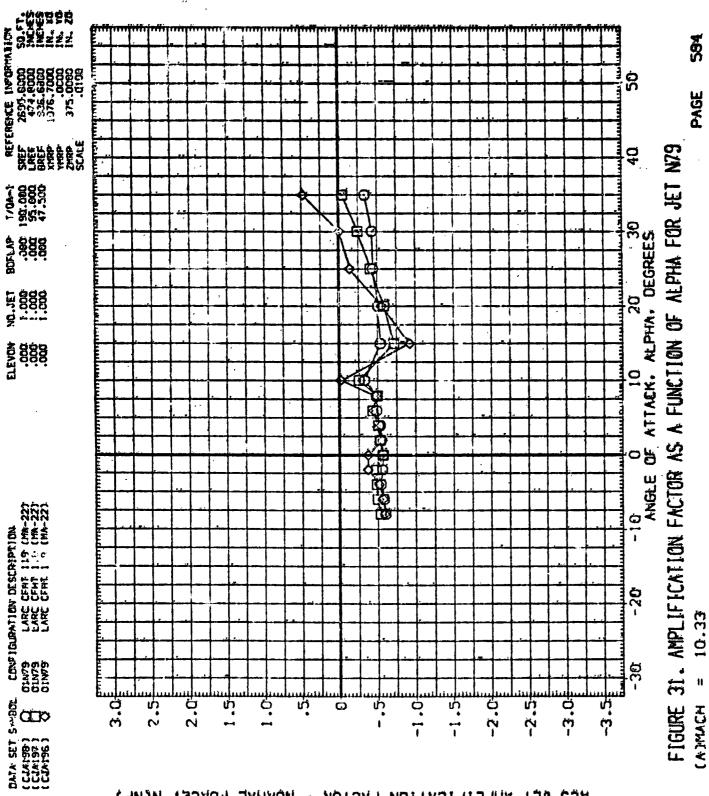
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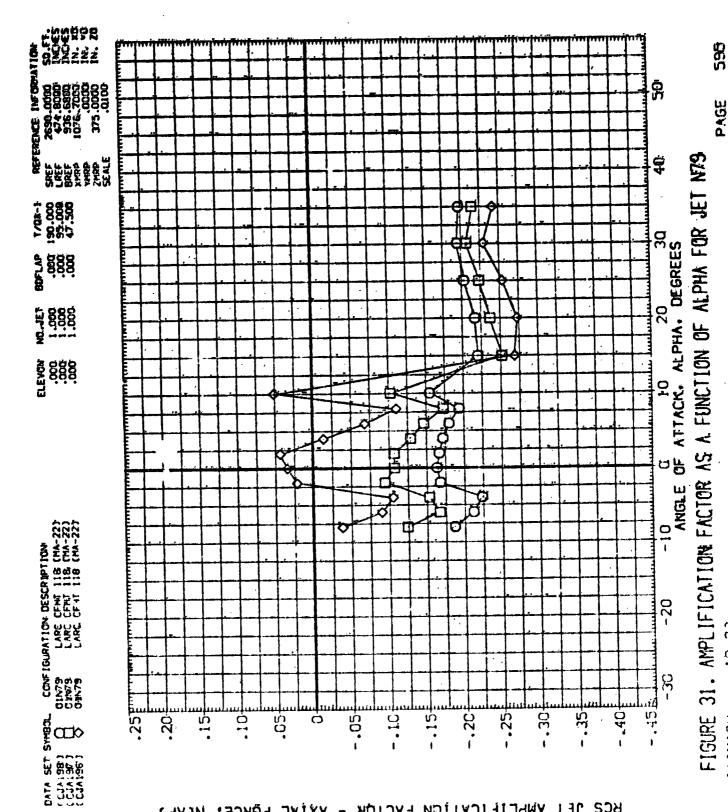
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RCS JET AMPLIFICATION FACTOR - NORMAL FORCE, NINF)

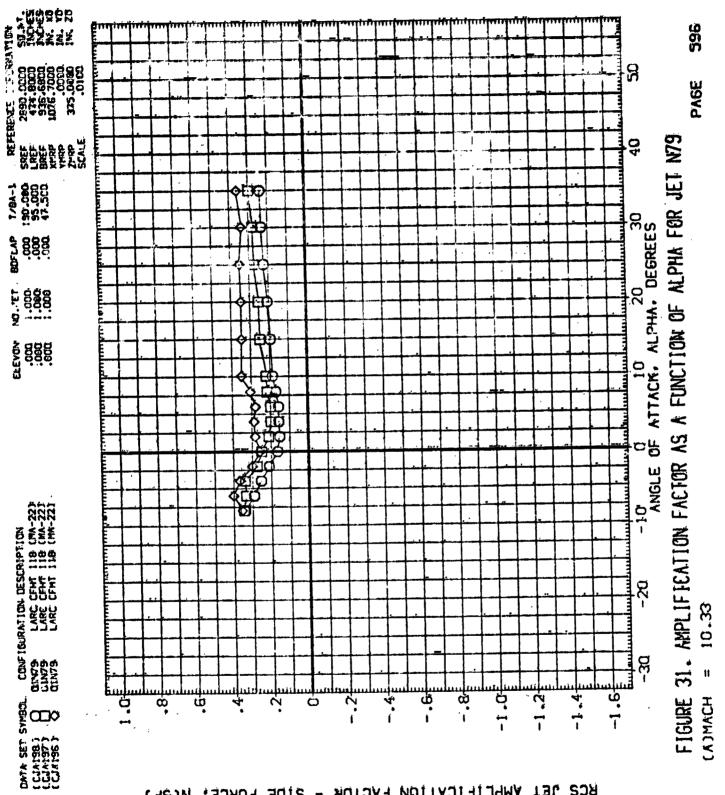
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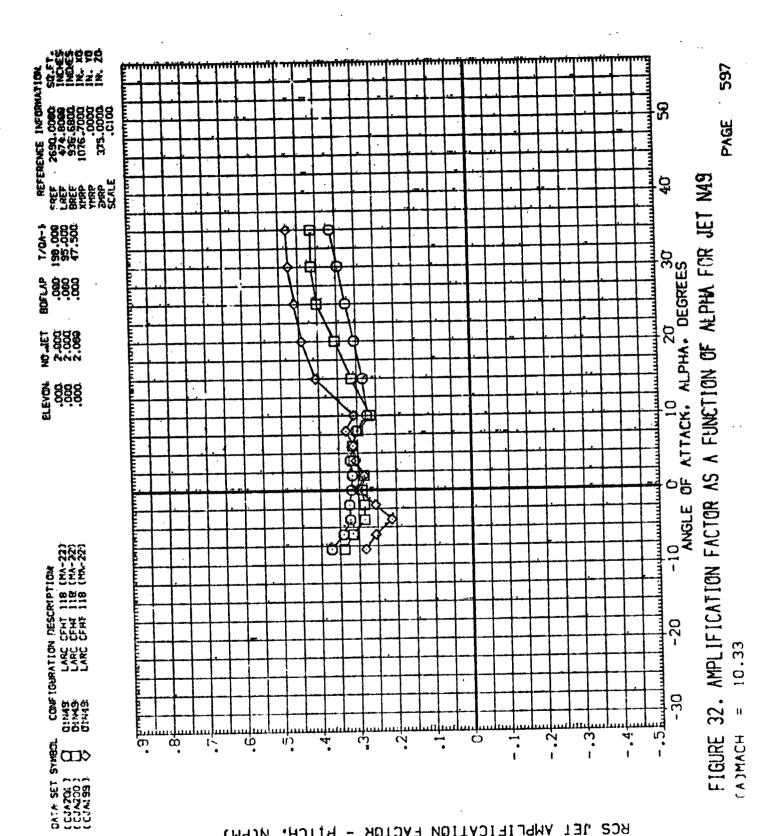
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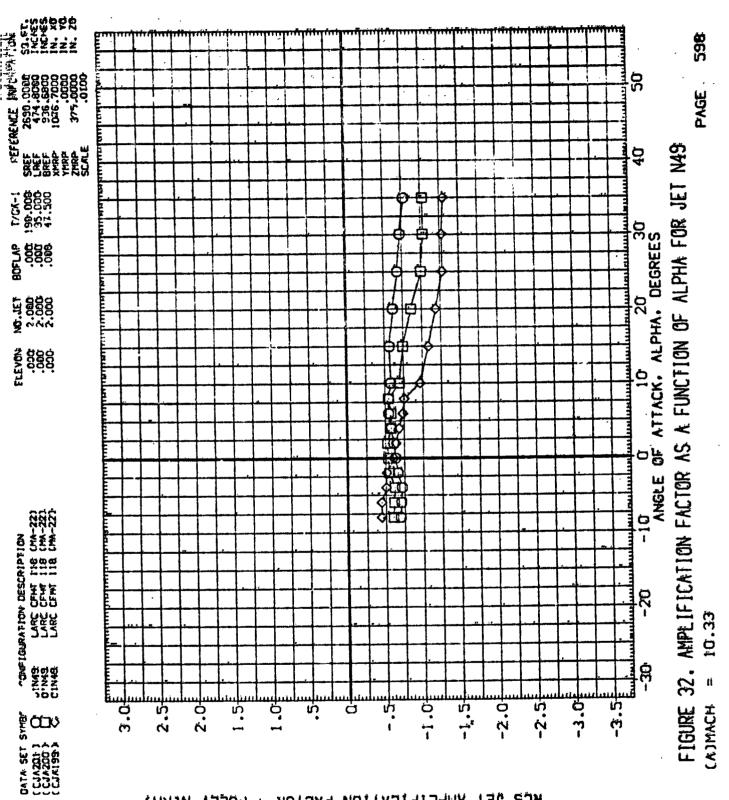


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VMPLIFICATION FACTOR - SIDE FORCE, NUSF) RCS JET



RCS JET AMPLIFICATION FACTOR - PITCH, MCPM)



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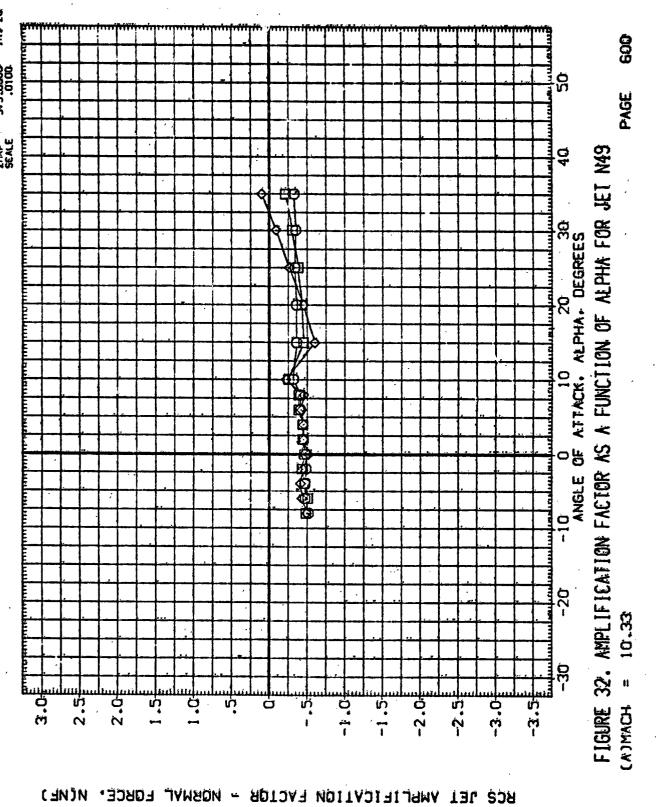
RCS JET AMPLIFICATION FACTOR - YAW.

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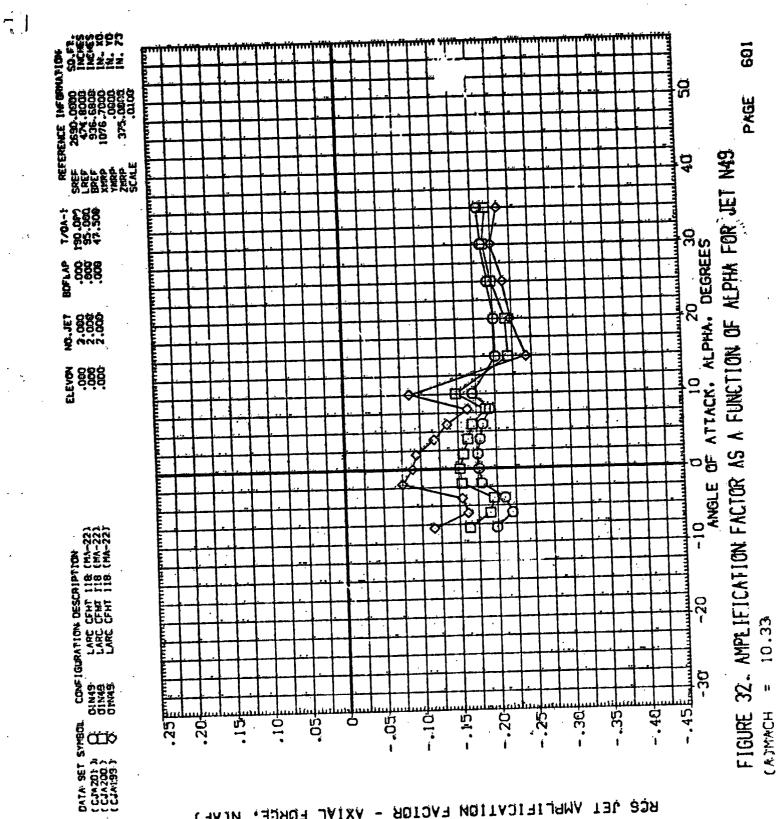
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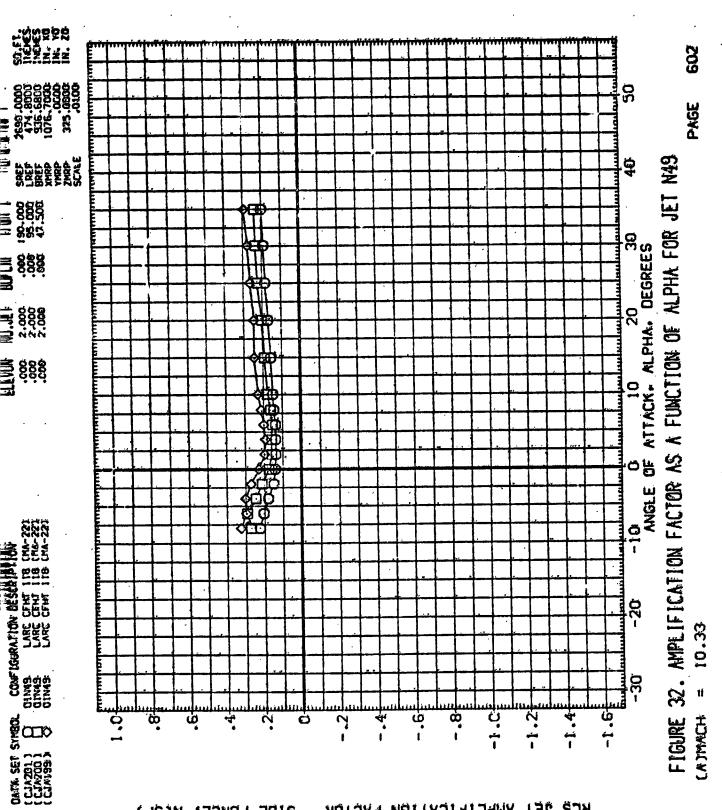
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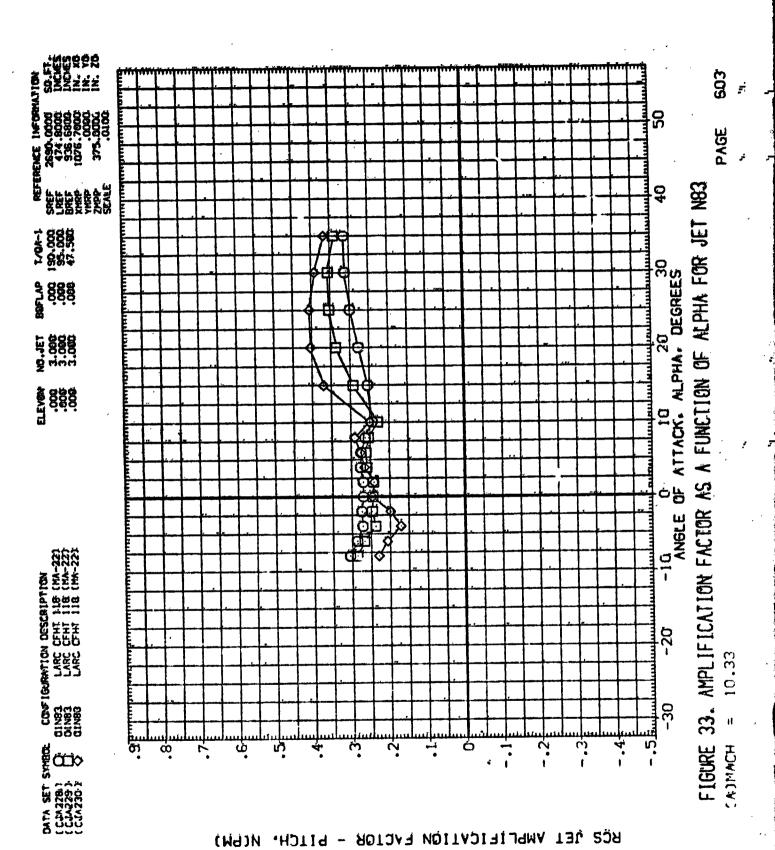
RCS JET AMPLIFICATION FACTOR - AXIAL FORCE,

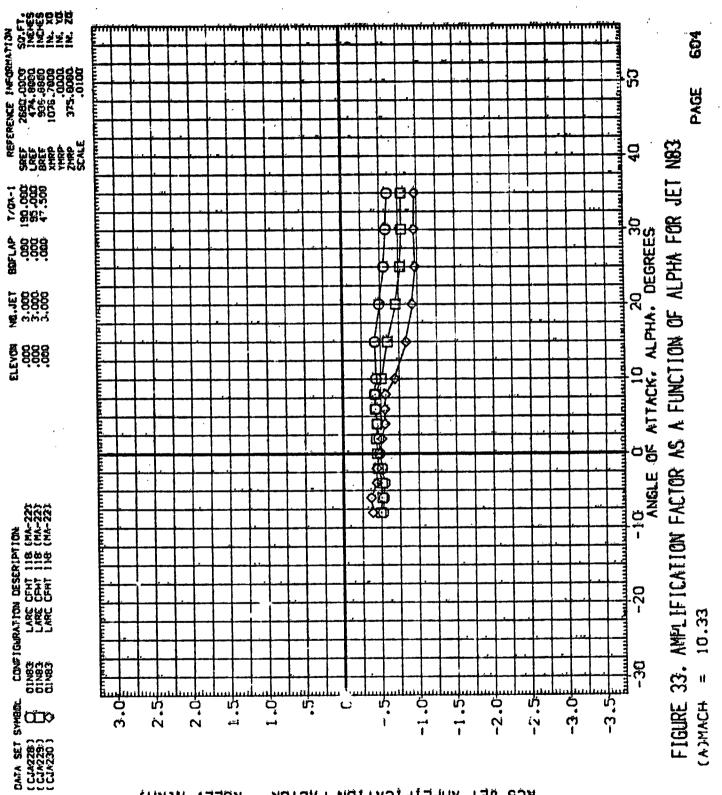


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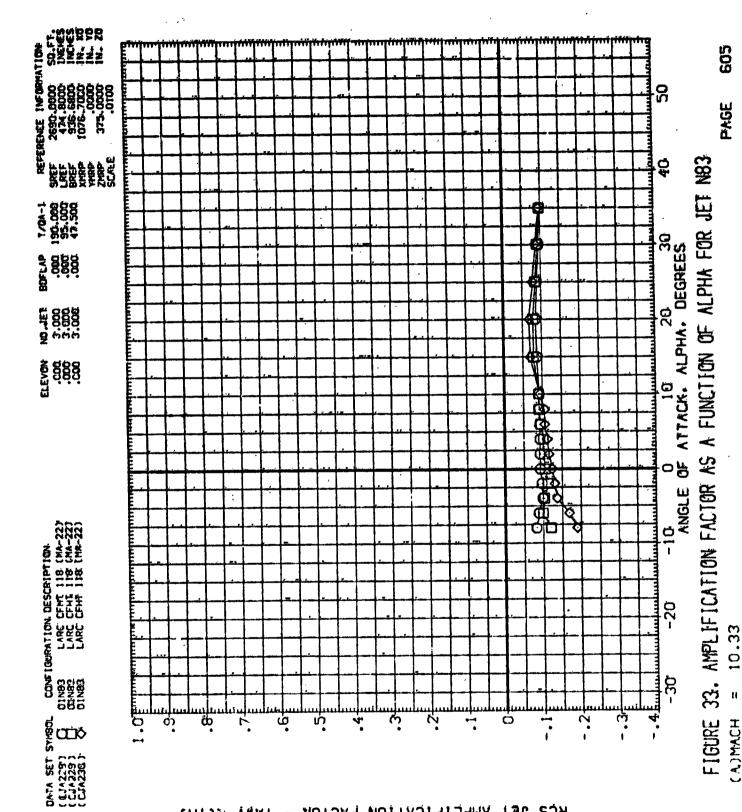
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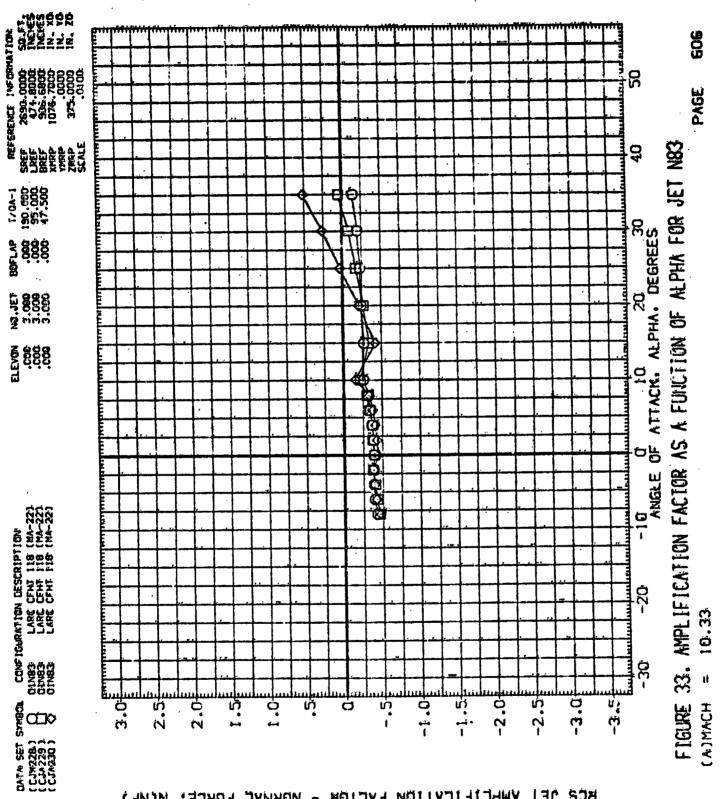
RCS JET AMPLIFICATION FACTOR - SIDE FORCE, N(SF)





RCS JET AMPLIFICATION FACTOR - ROLL, NCRM)





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KARE 975,0000 IN. 20 SCALE STATE 1797-1 190.980 47.580 CONFIGURATION DESCRIPTION
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RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, NCAF)

FIGURE 33. AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET N83

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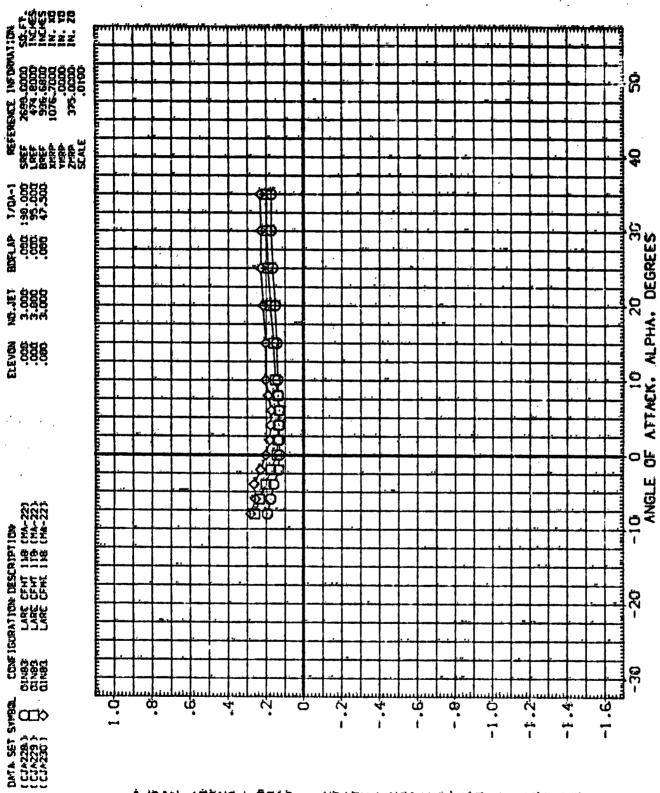
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ANGLE OF ATTACK. ALPHA. DEGREES

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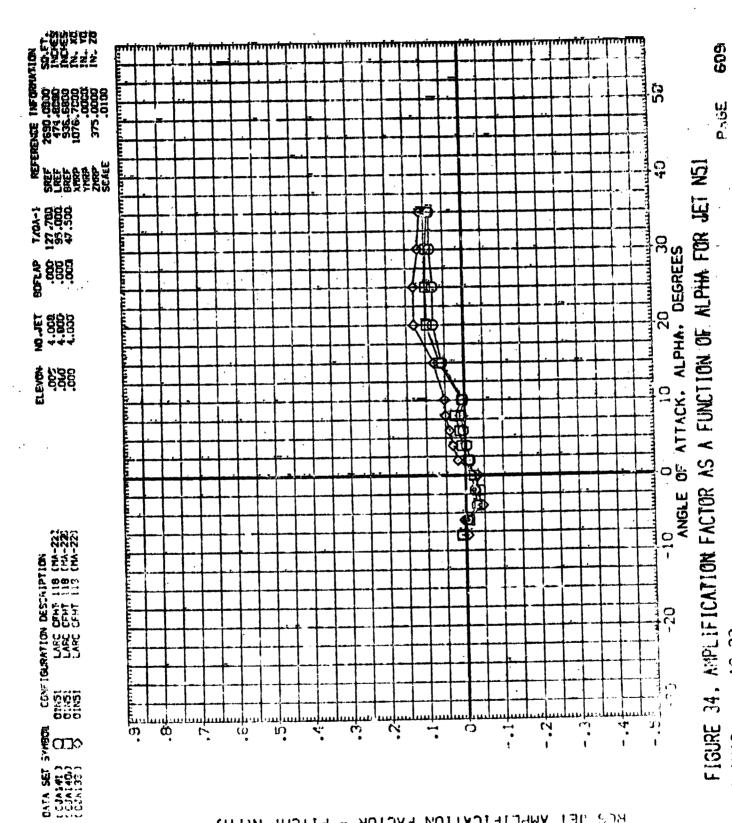


RCS JET AMPLIFICATION FACTOR - SIDE FORCE, N(SP)

FIGURE 33. AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET NB3 10.33 CA)MACH

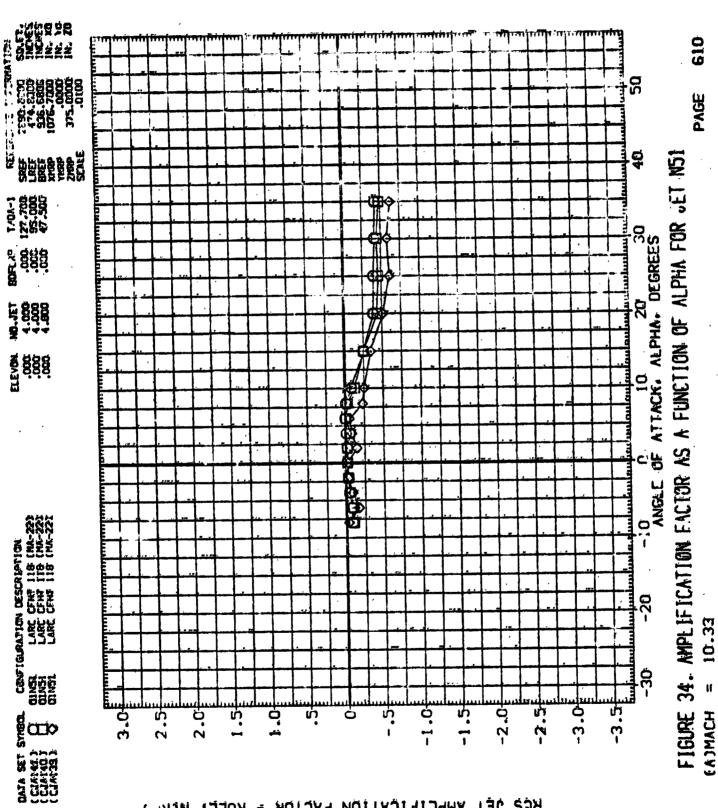
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RUS JET AMPLIFICATION FACTOR - PITCH, NOPM)

(A)MACH



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RCS JET AMPLIFICATION FACTOR - ROLL, NGR')

REFERENCE INFORMATION 2690,0000 474,8000 938,6800 1076,7000 375,0000 40 A FUNCTION OF ALPHA FOR JET NSI 1707-1 122-726 126-126 156-126 -10 0 10 20 30 ANGLE OF ATTACK, ALPHA, DEGREES 80 000 000 000 000 A ... 46.000 4.0 ELEVON. .000. .000. FIGURE 34. AMPLIFICATION FACTOR AS CONFIGURATION DESCRIPTION

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OINSI LARE CEHT 118 (MA-22)

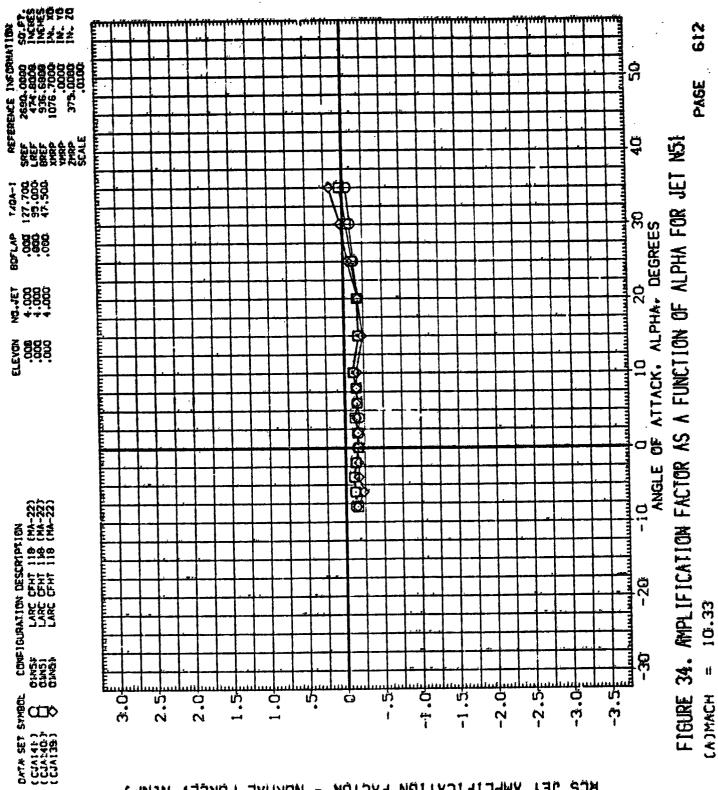
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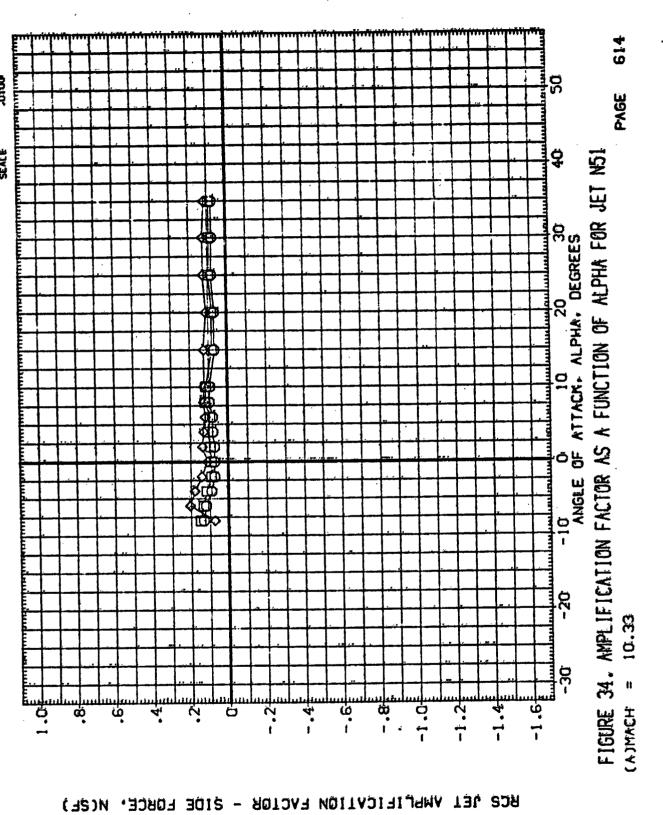
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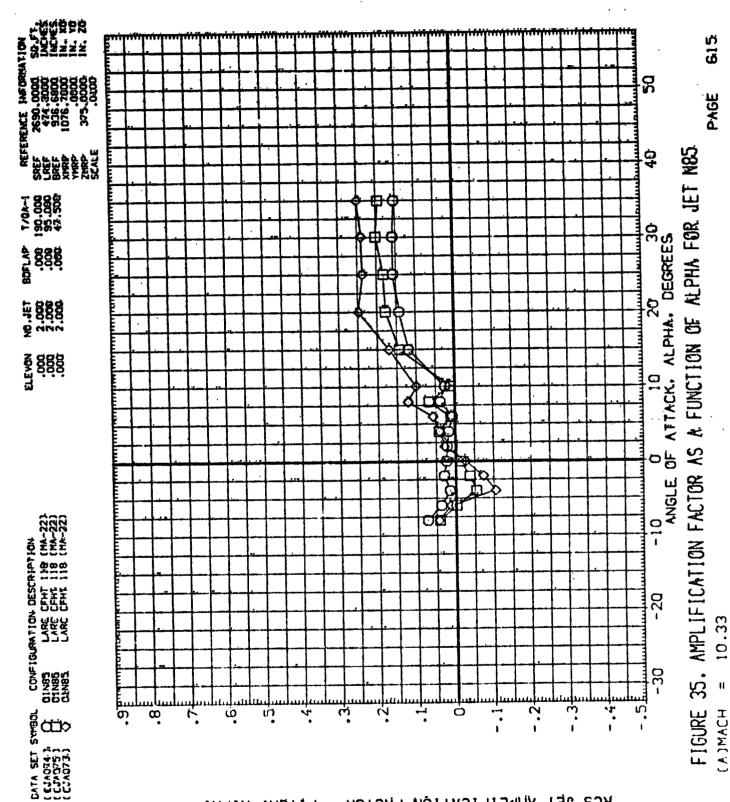


RCS JET AMPLIFICATION FACTOR - NORMAL FORCE, NUNF)

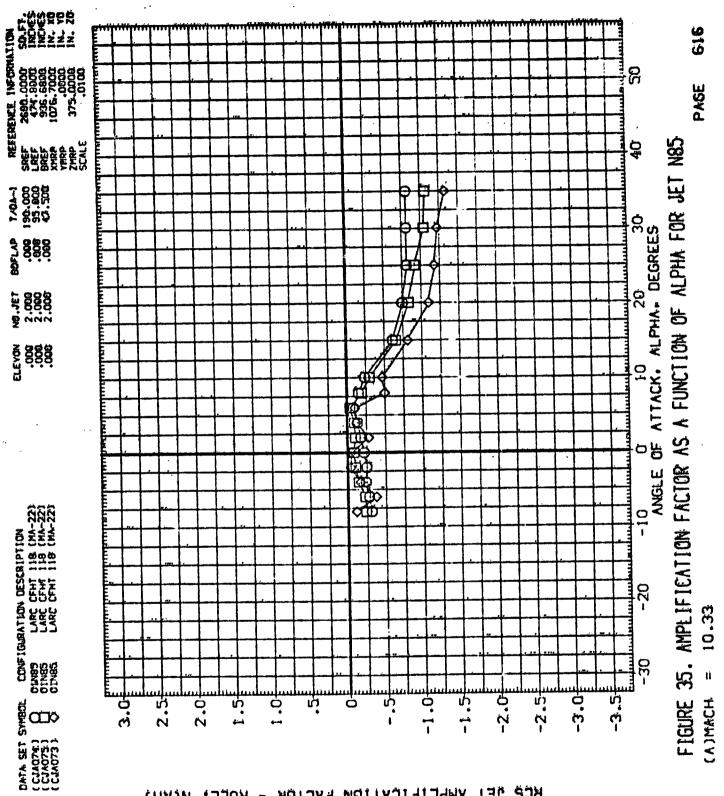
RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, N(AF)

2636.48094 238.6899 1076.7090 225.0000 225.0000 SREF LREF XMRP XMRP XMRP ZMRP SCALE 52.73 80.03 80.03 80.03 **3** ≅ 888 ≅ 888 ⊒ 2666 3666 CONTINUENTIAN LEGACIFICATION CON-223 CINST LARG CFHT 118 CM-223 CINST LARG CFHT 118 CM-223 CHNS1 LARG CFHT 118 CM-223 CONTACTOR OF STATE OF



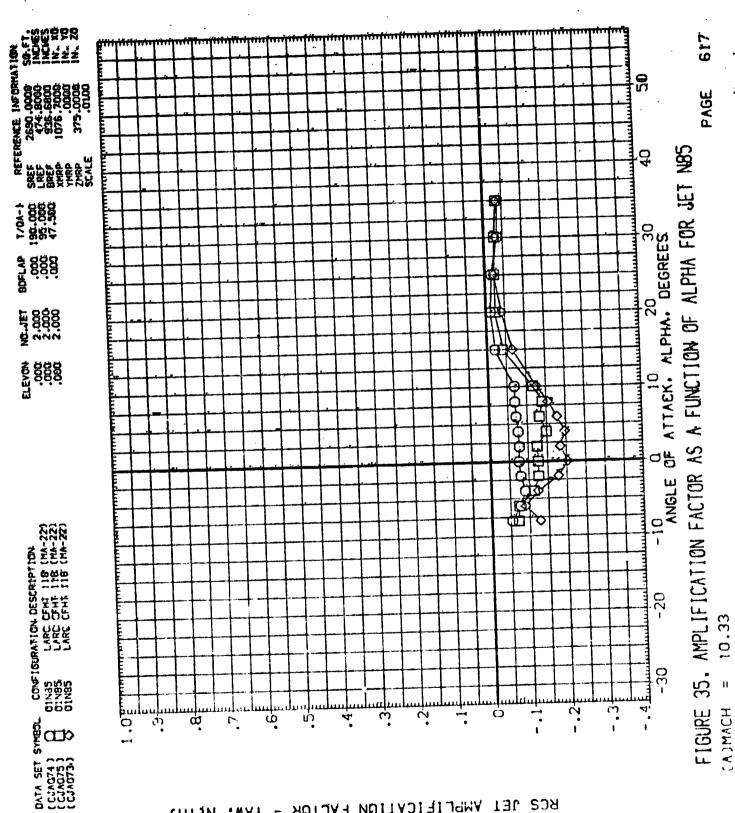


RCS JET AMPLIFICATION FACTOR - PITCH, NCPM)

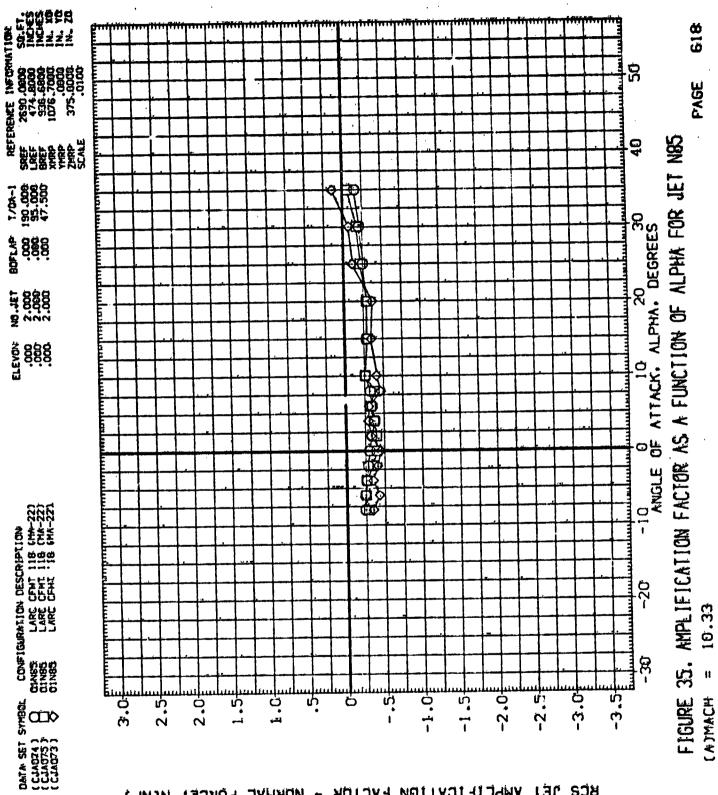


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RCS JET AMPLIFICATION FACTOR - ROLL.



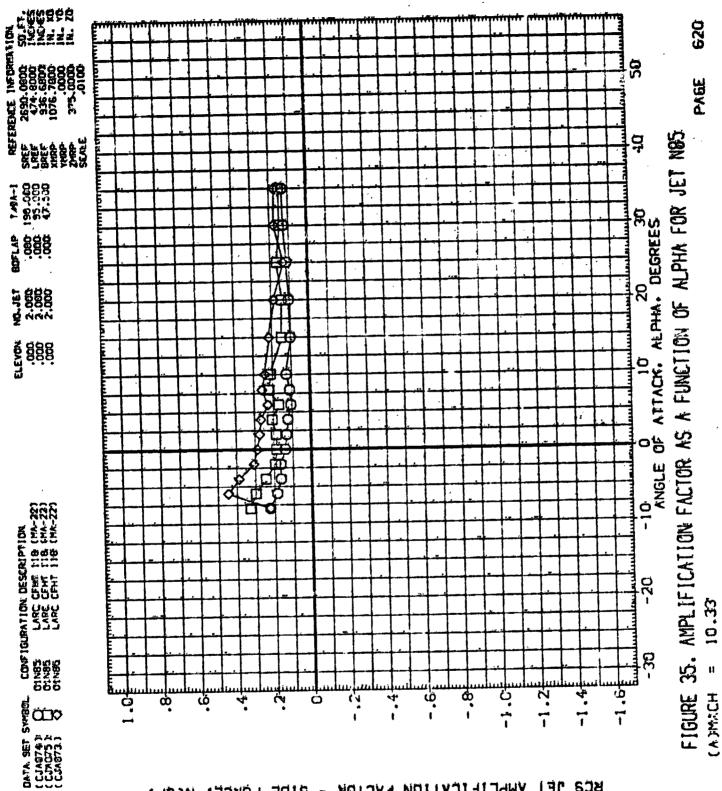
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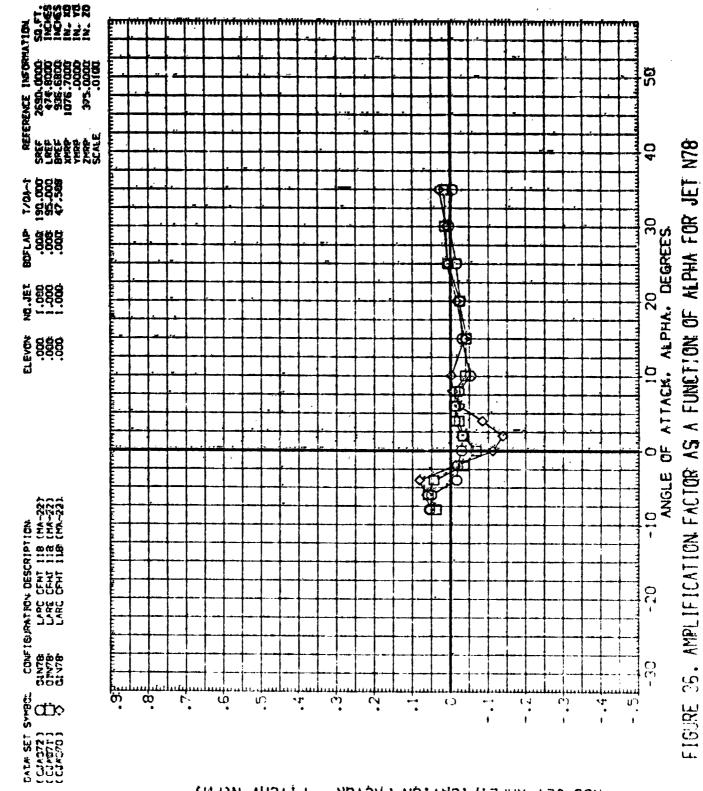
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RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, NCAF,



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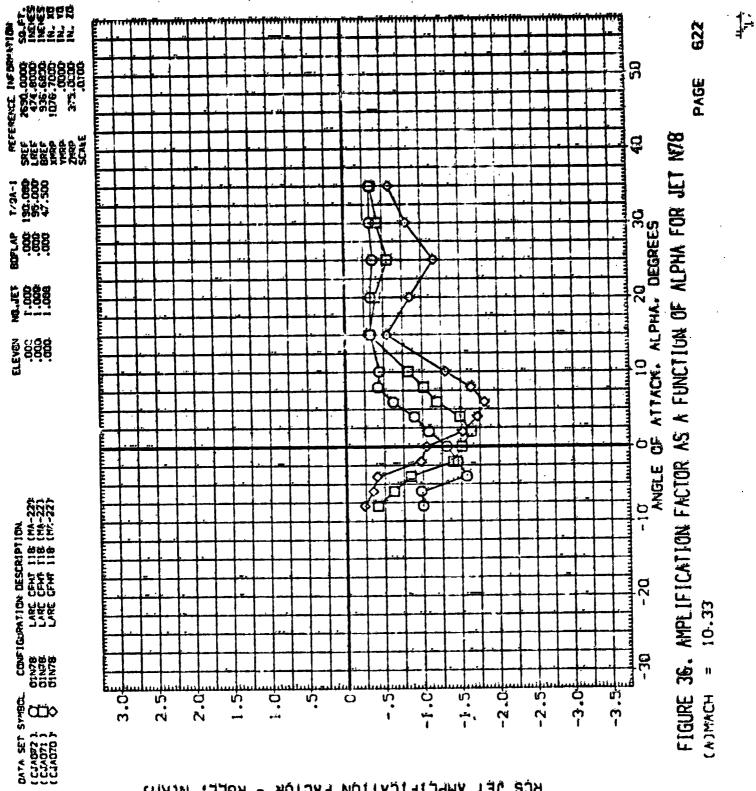
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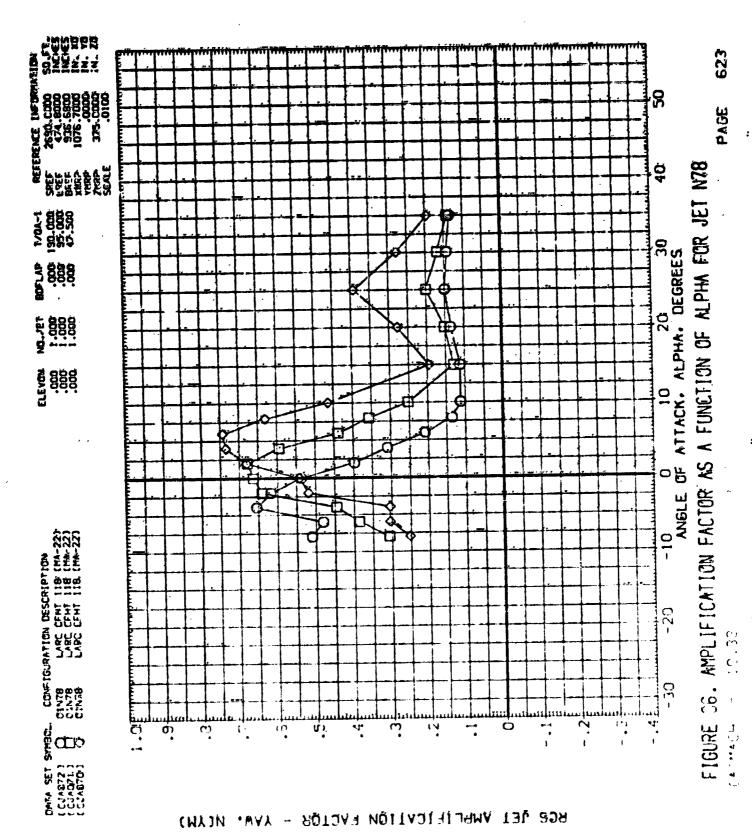
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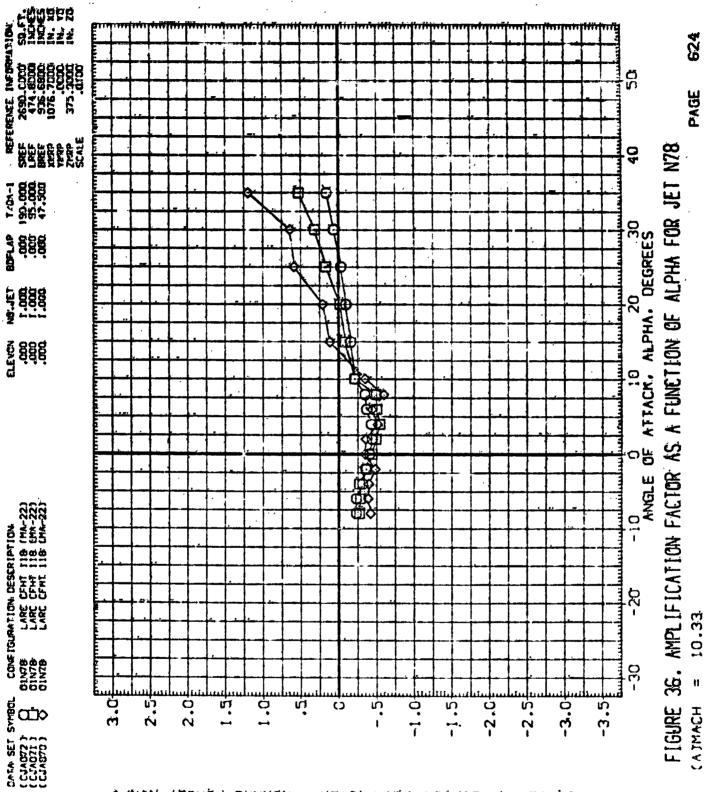
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RCS JET AMPLIFICATION FACTOR - ROLL.



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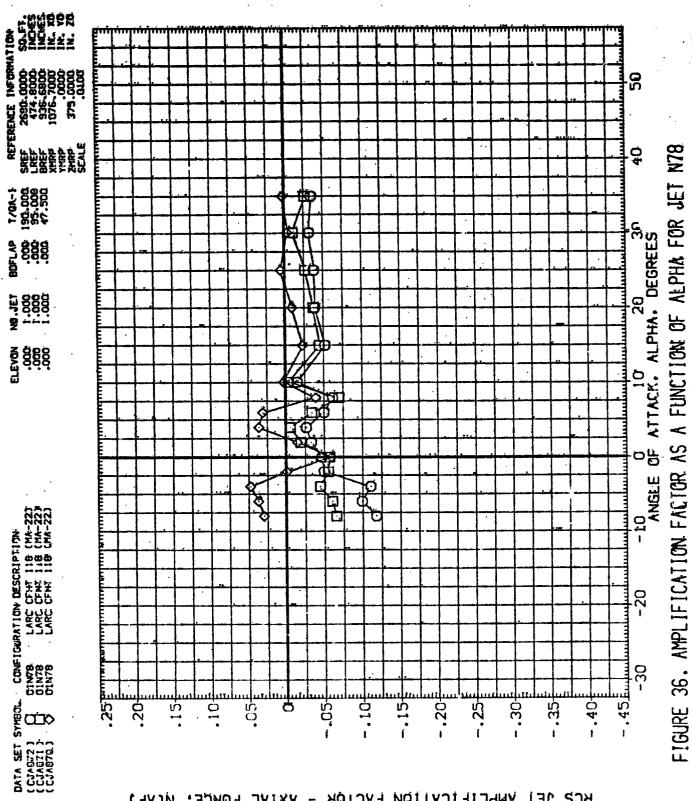


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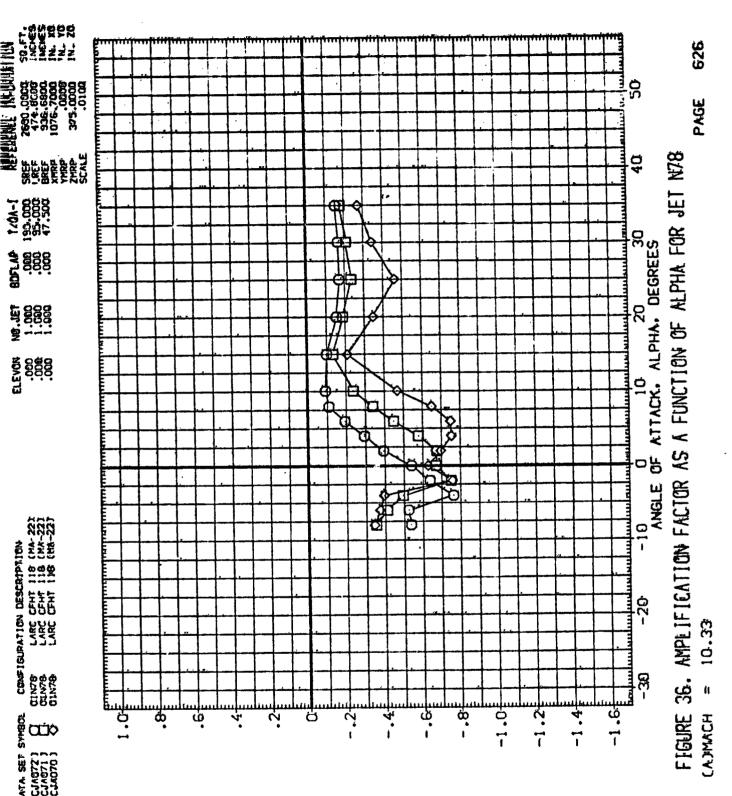
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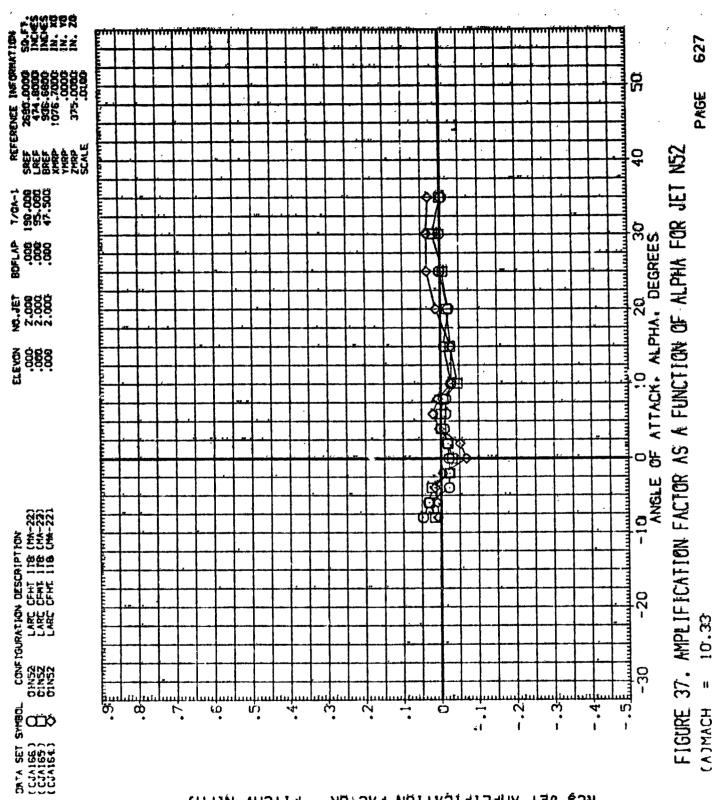
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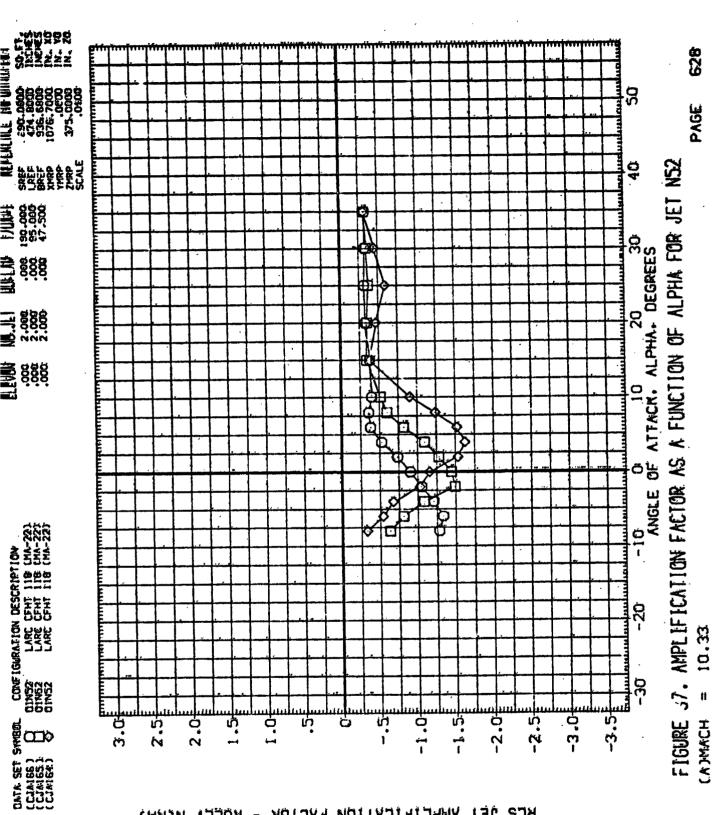
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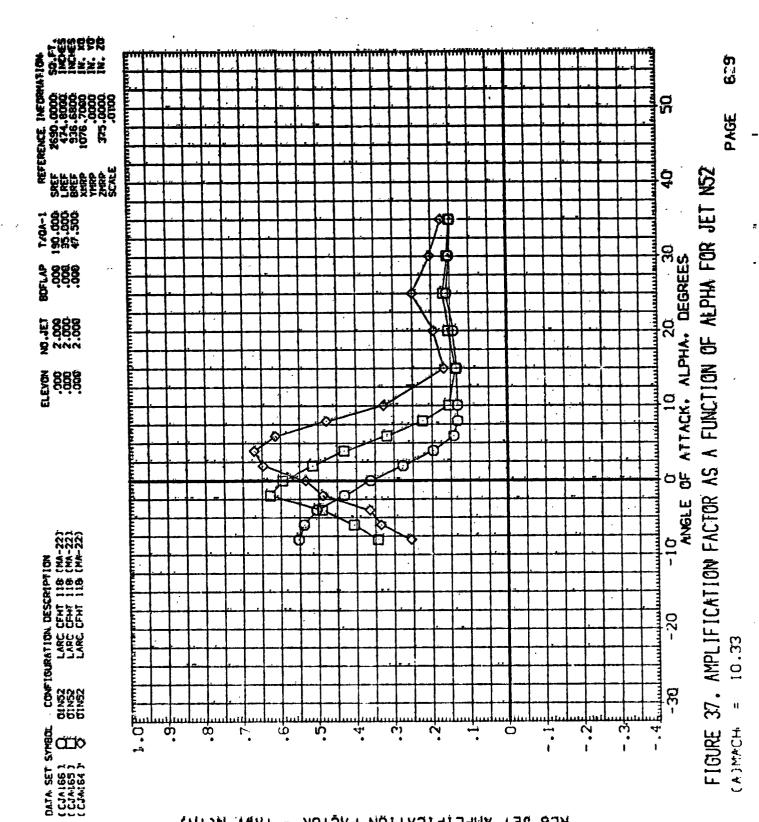


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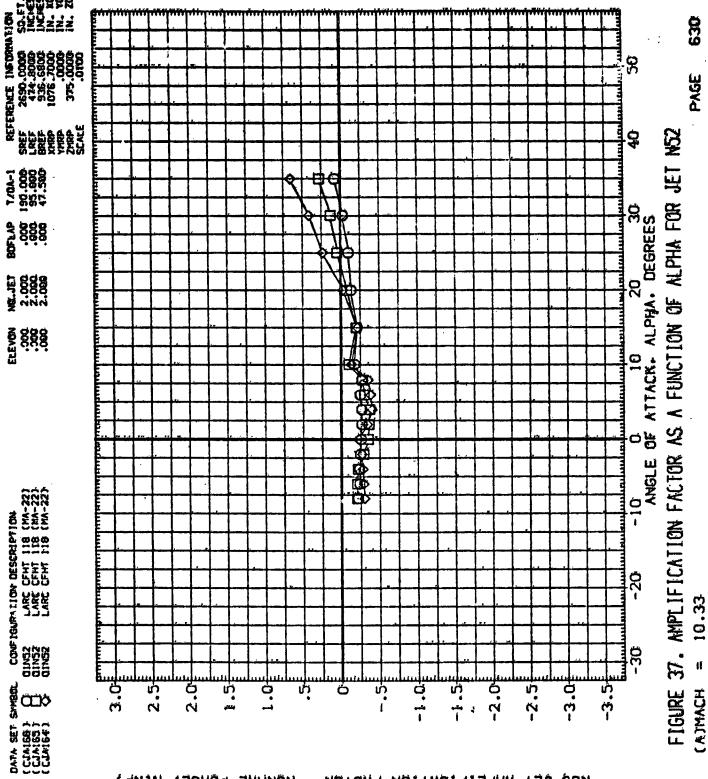
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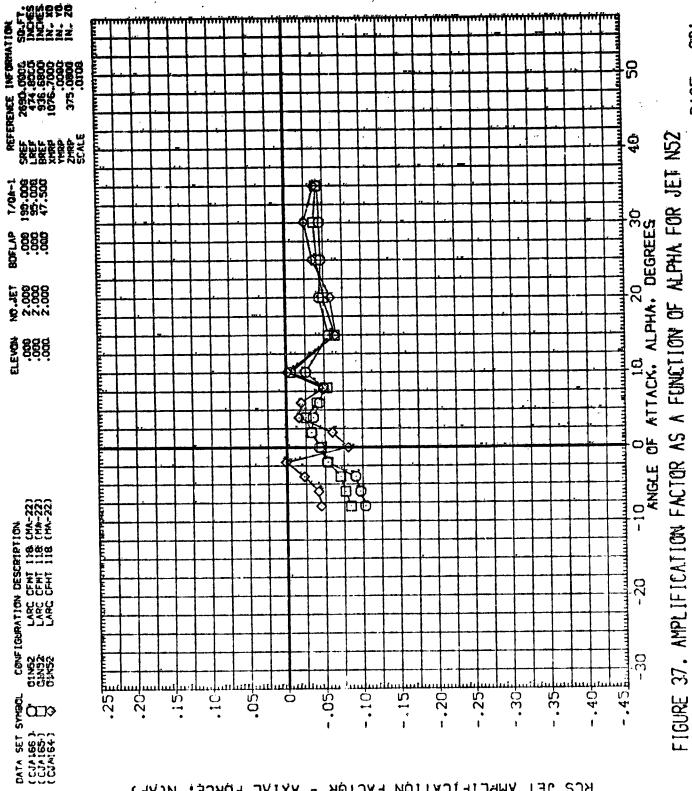
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RCS JET AMPLIFICATION FACTOR - NORMAL FORCE, N(NF)



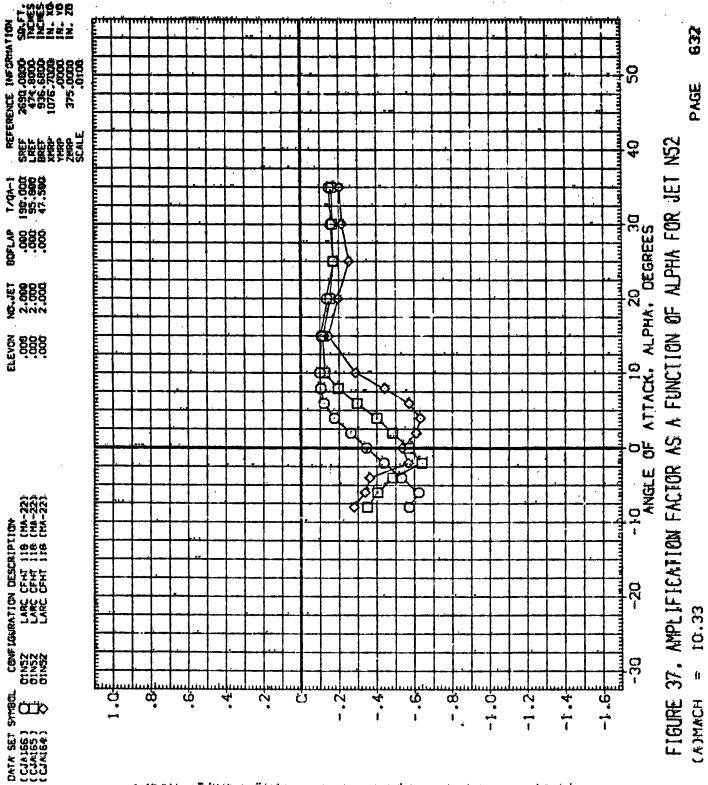
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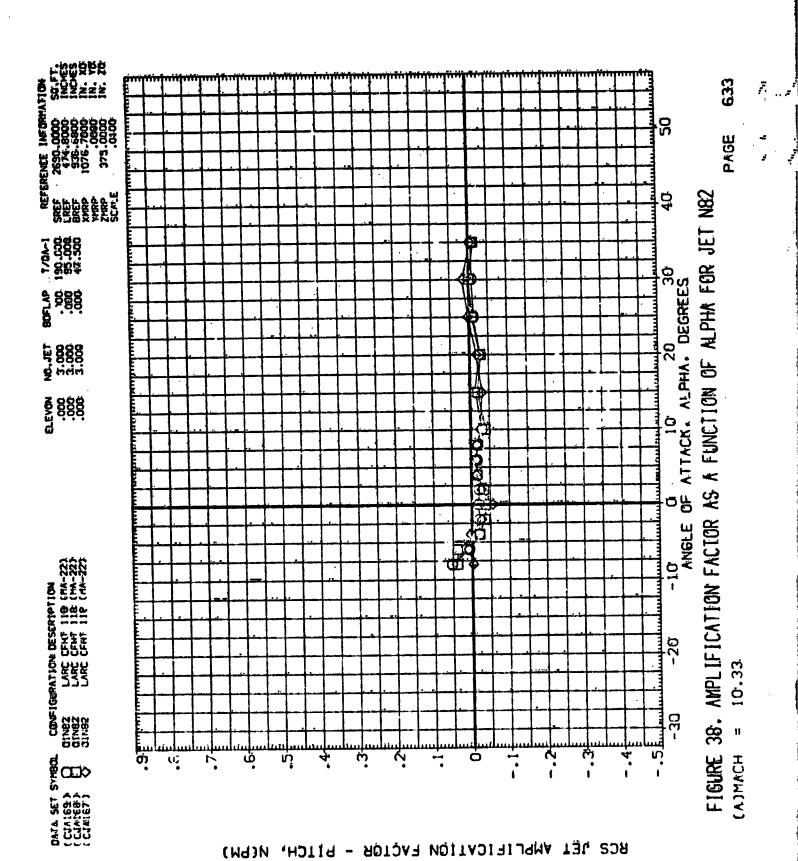
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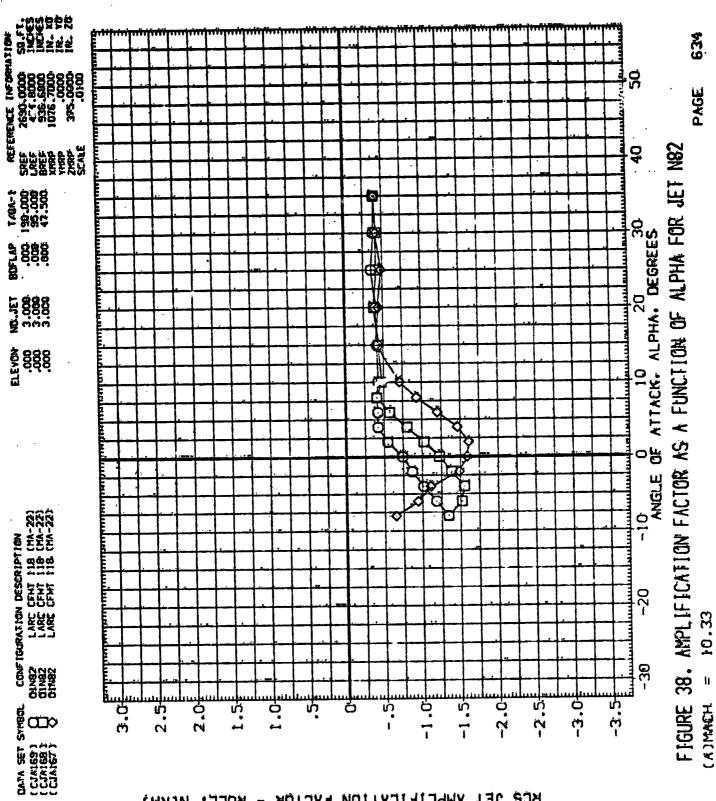
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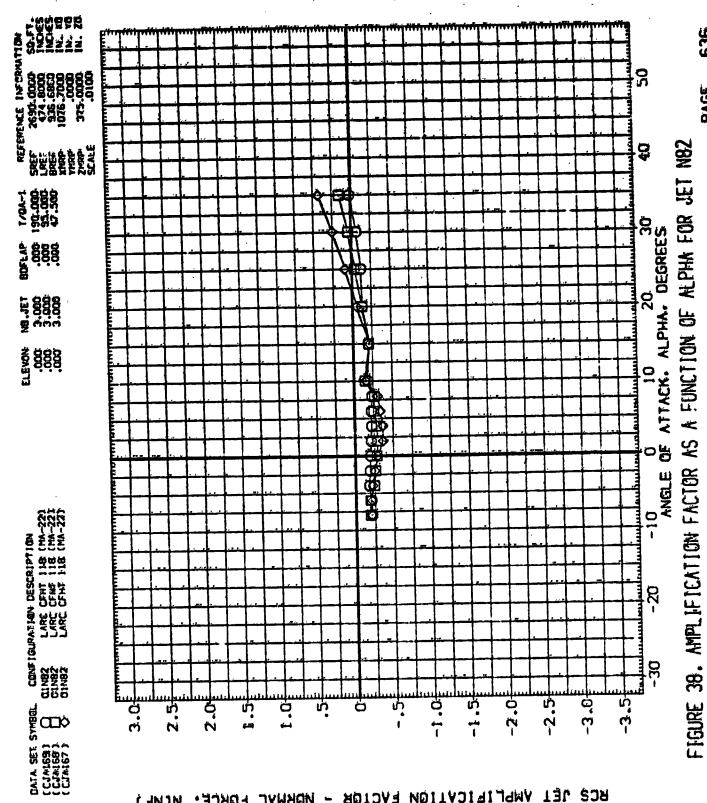
FIGURE 38. AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET NBZ

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RCS JET AMPLIFICATION FACTOR - YAW, NYM)

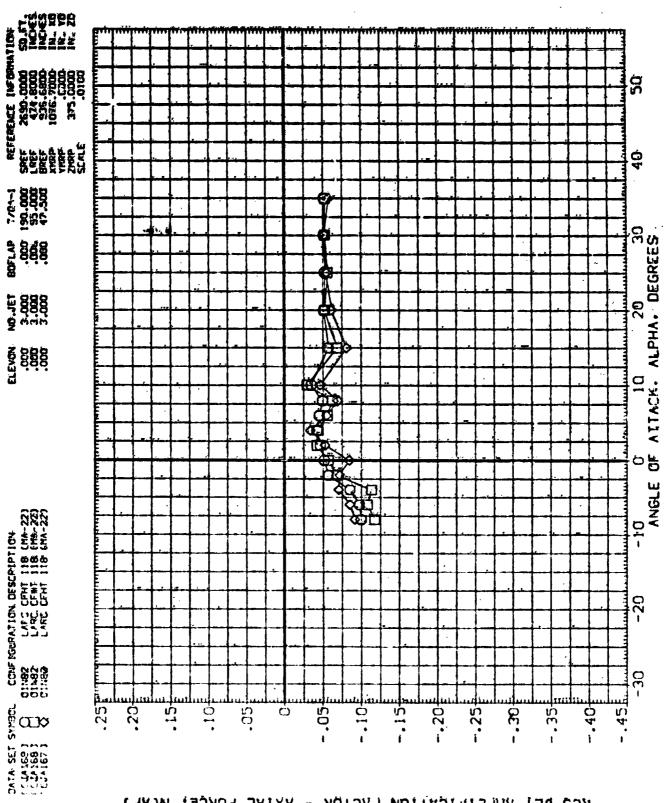


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RCS JET AMPLIFICATION FACTOR - NORMAL FORCE. NUNE)



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FIGURE 38. AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET N82

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REFERENCE, INFORMATION
REF. 2690, CEDO SO, CT.
REF. 274, CEDO INCICES
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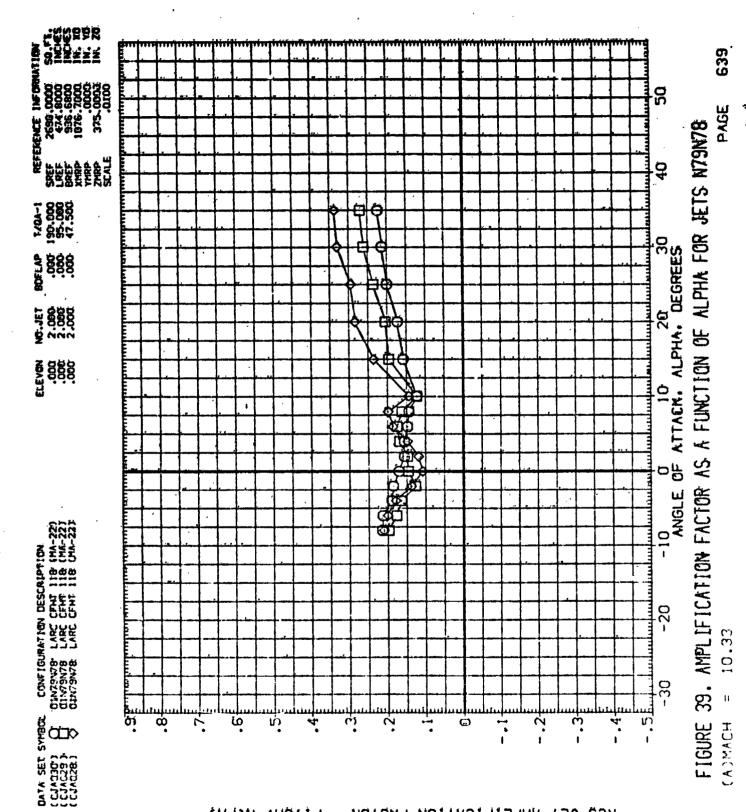
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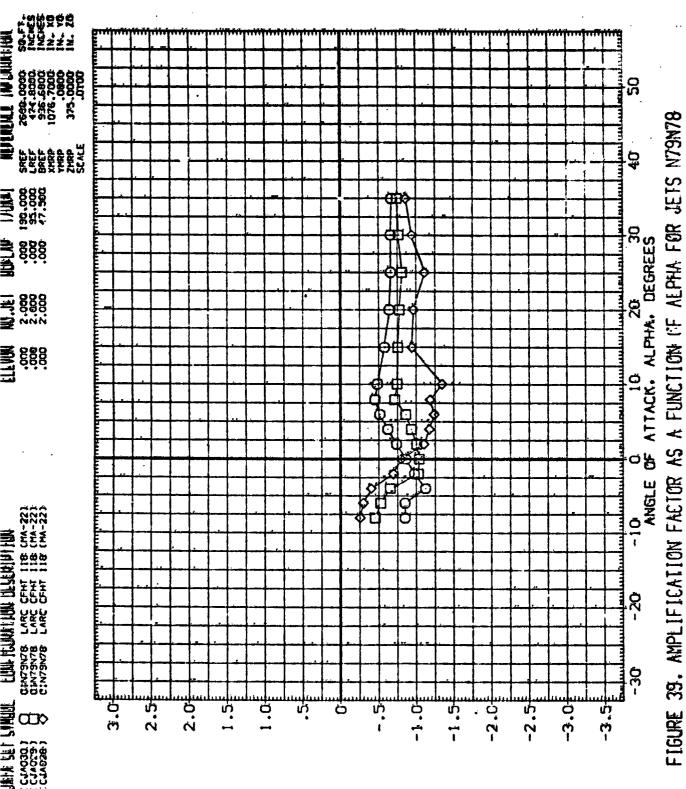
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RCS JET AMPLIFICATION FACTOR - PITCH. N(PM)





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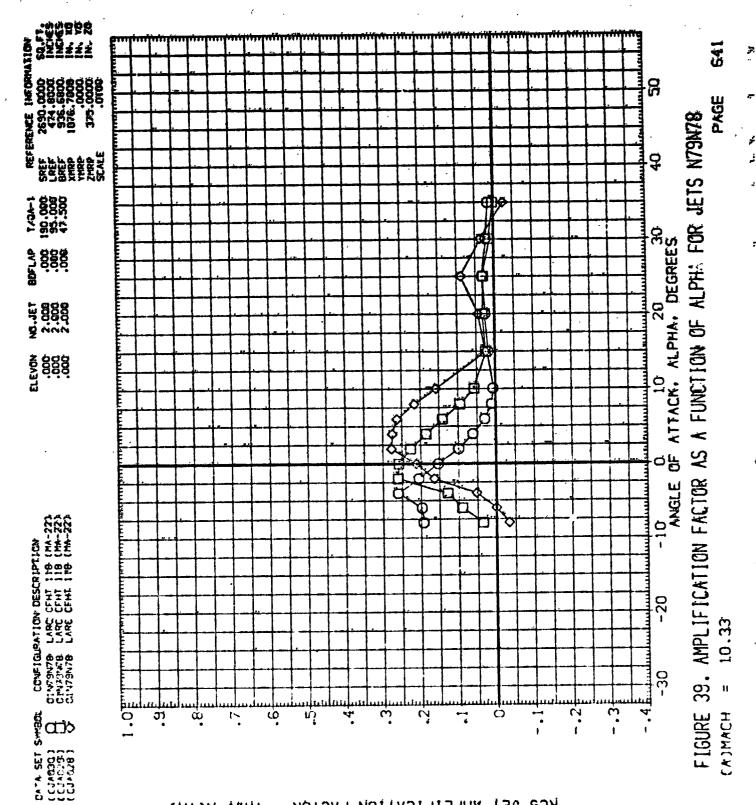
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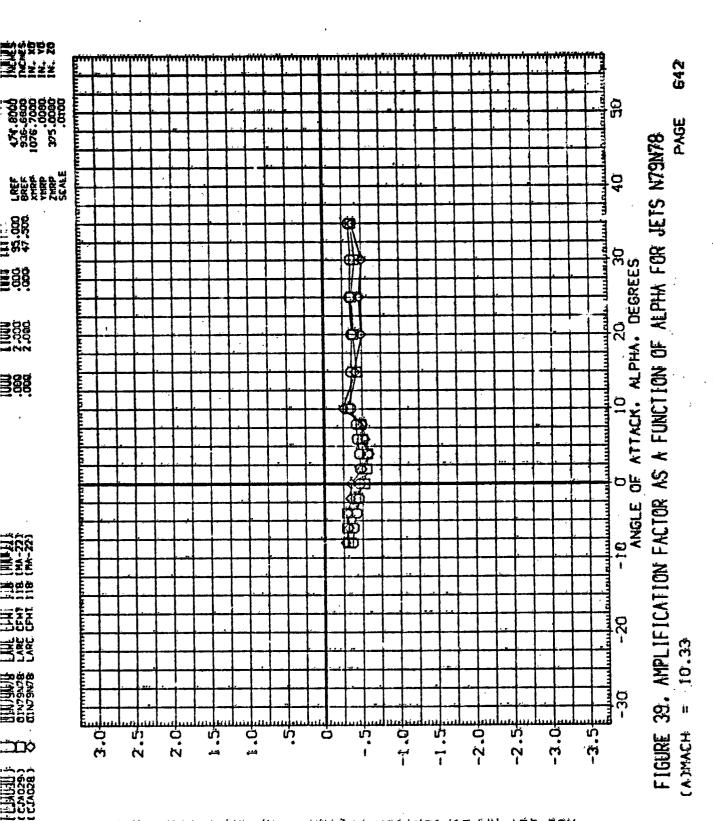
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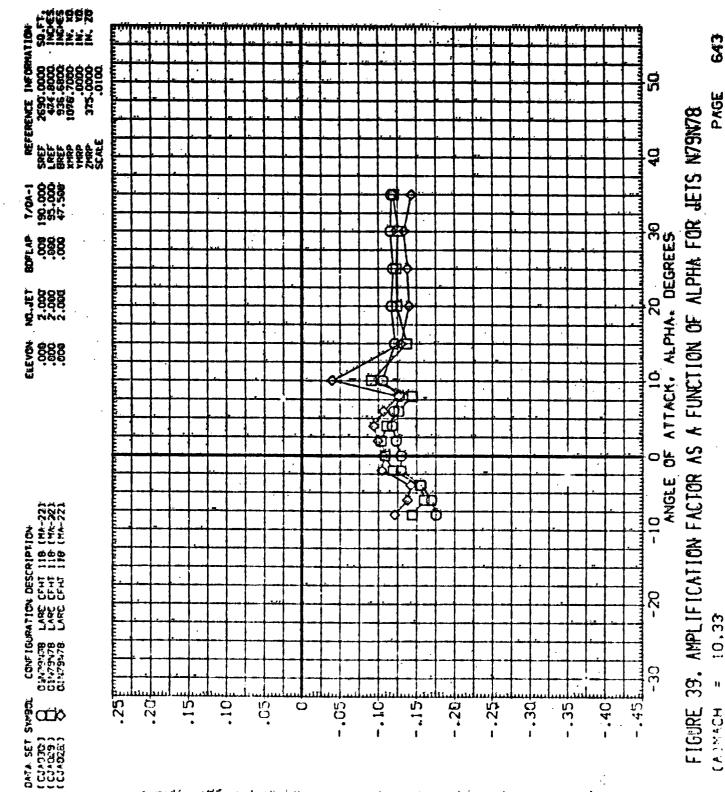
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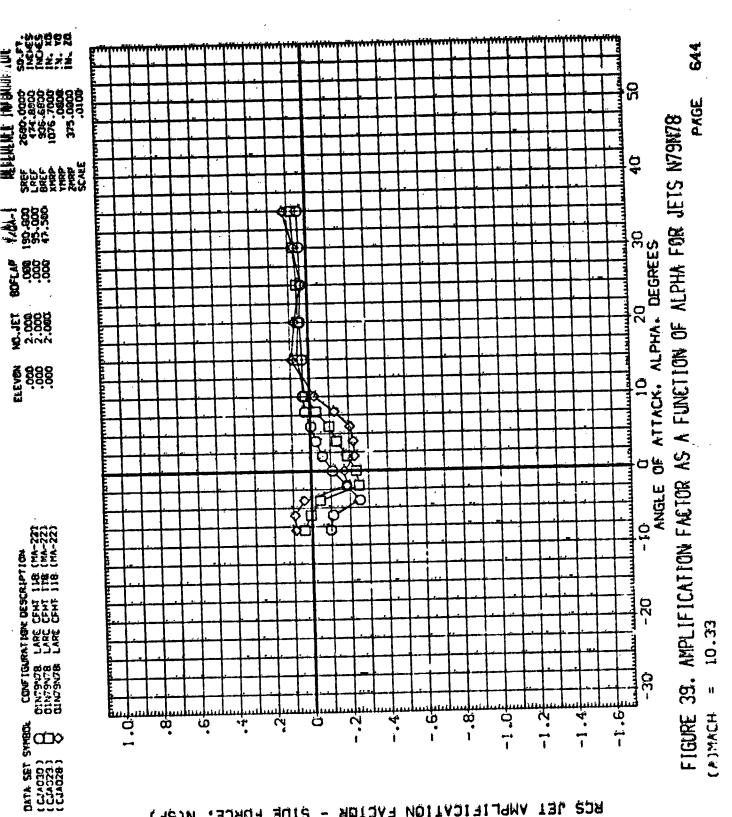


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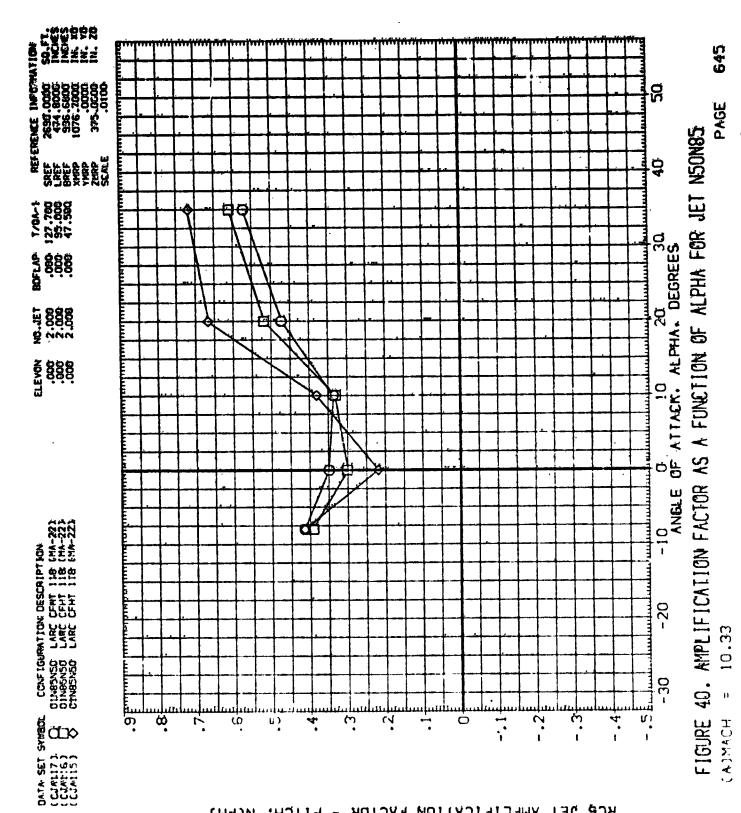
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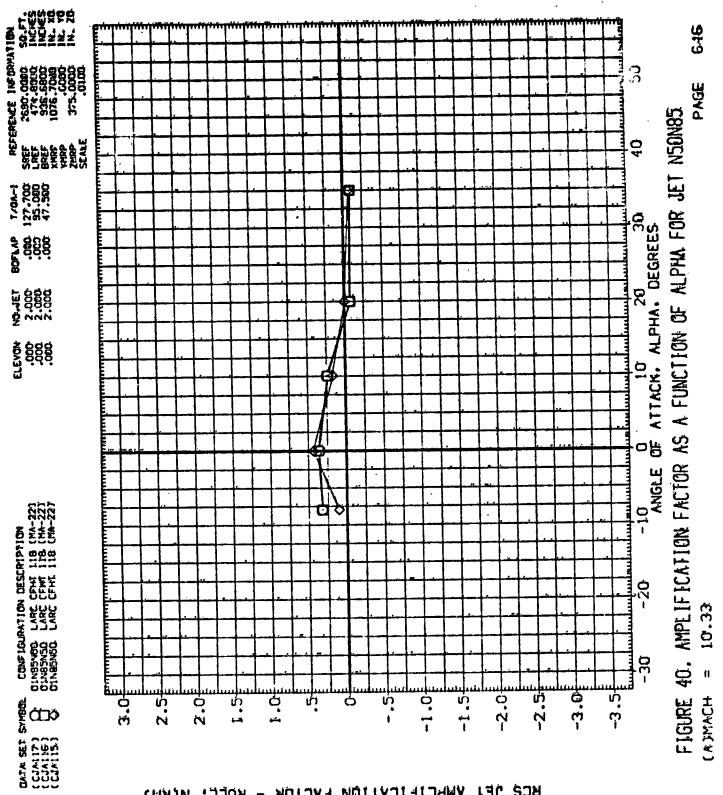
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RCS JET AMPLIFICATION FACTOR - SIDE FORCE.



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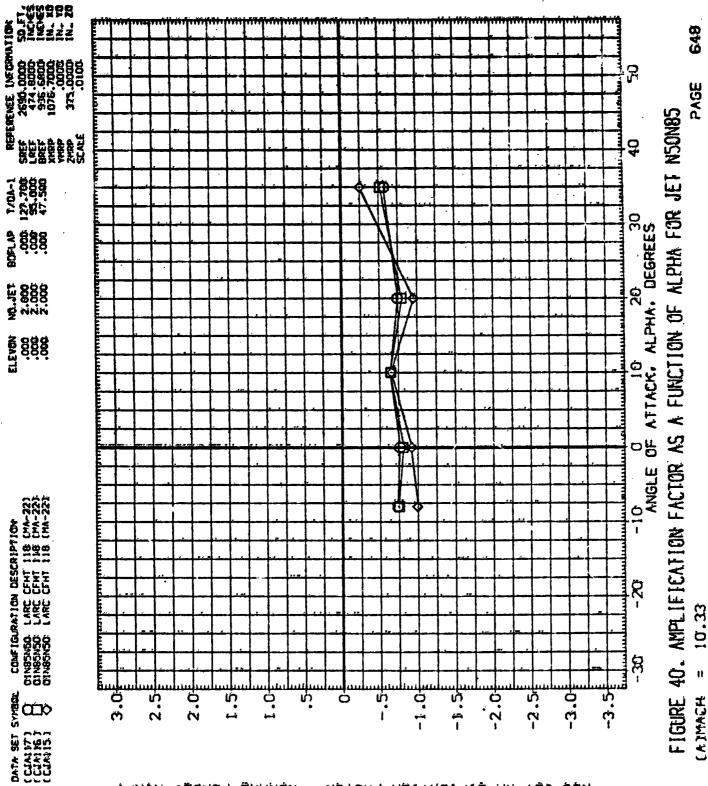
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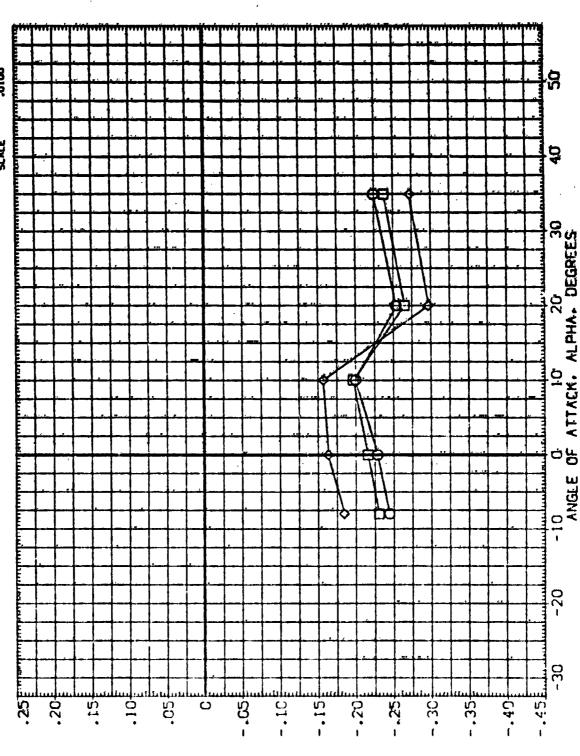
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RCS JET AMPLIFICATION FACTOR - NORMAL FORCE. N(NE)

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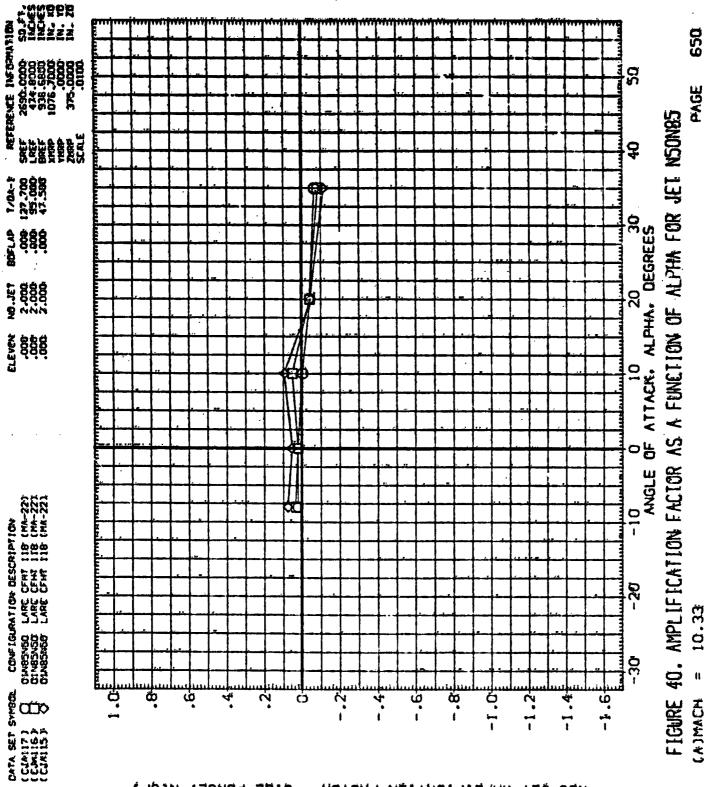
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FIGURE 40. AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET NSONBS

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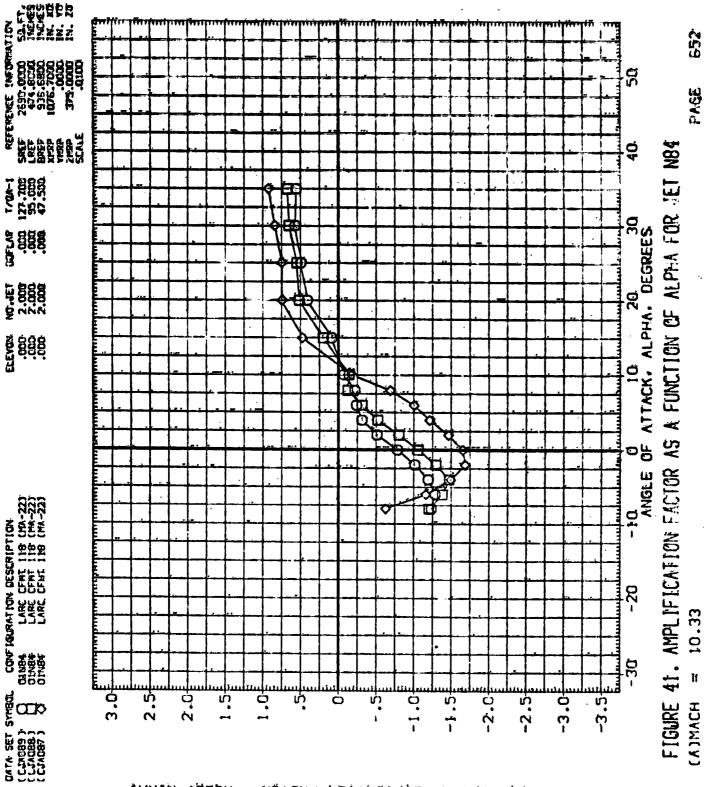
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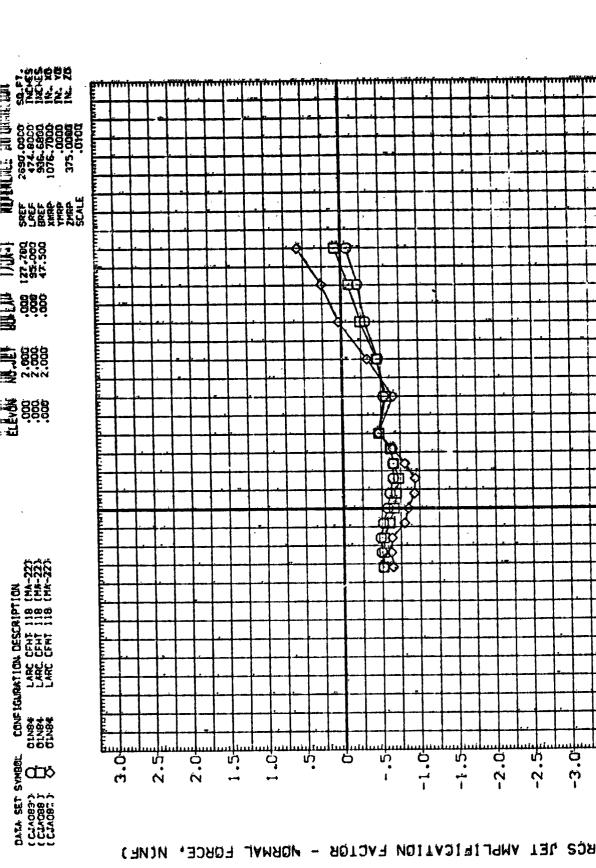
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FIGURE 41. AMPLIFICATION FACTOR AS A FUNCTION OF ALPHA FOR JET N84 0 0 30 30 ANGLE OF ATTACK, ALPHA, DEGREES

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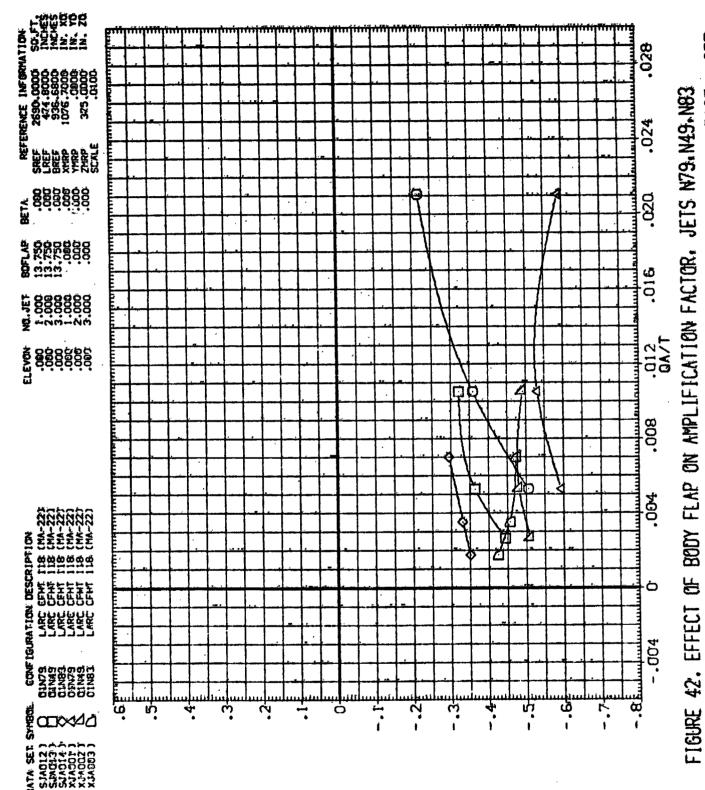
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RCS JET AMPLIFICATION FACTOR - SIDE FORCE, NIGF)



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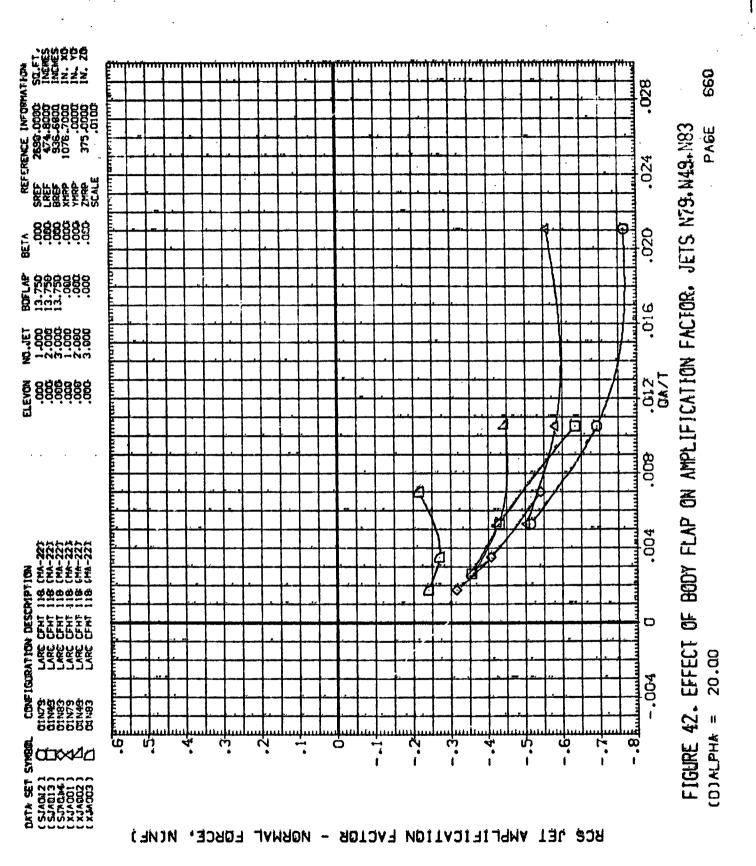
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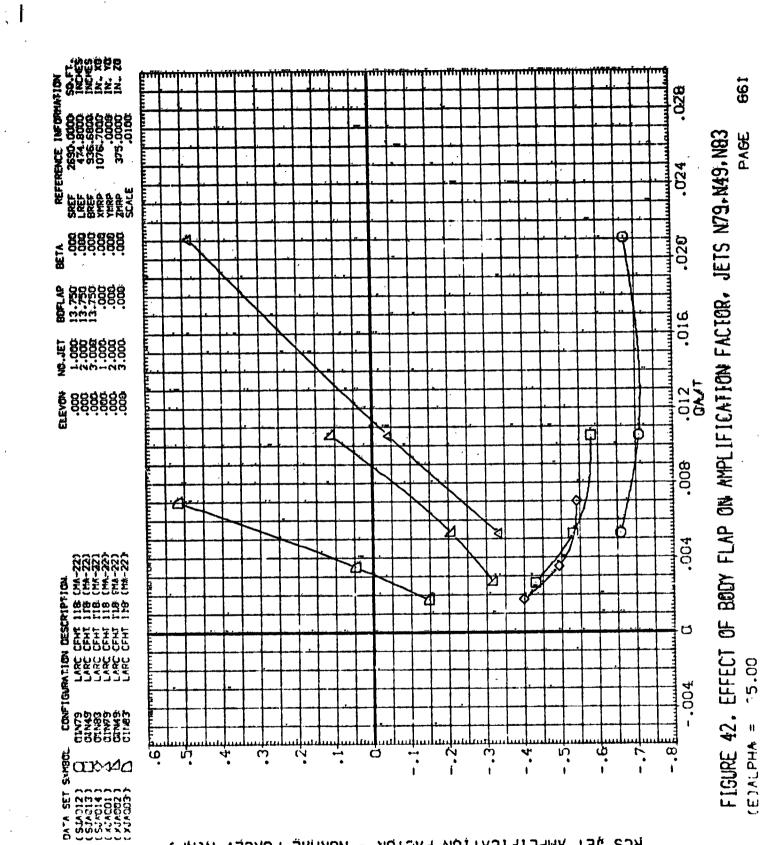
RCS JET AMPLIFICATION FACTOR - NORMAL FORCE. NCNF)

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RCS JET AMPLIFICATION FACTOR - NORMAL FORCE. NCNF)

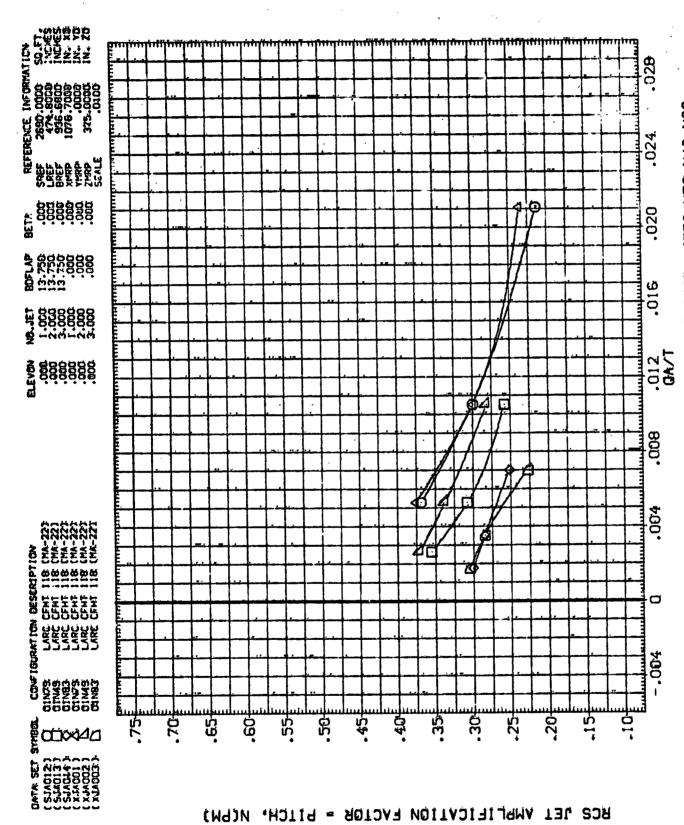
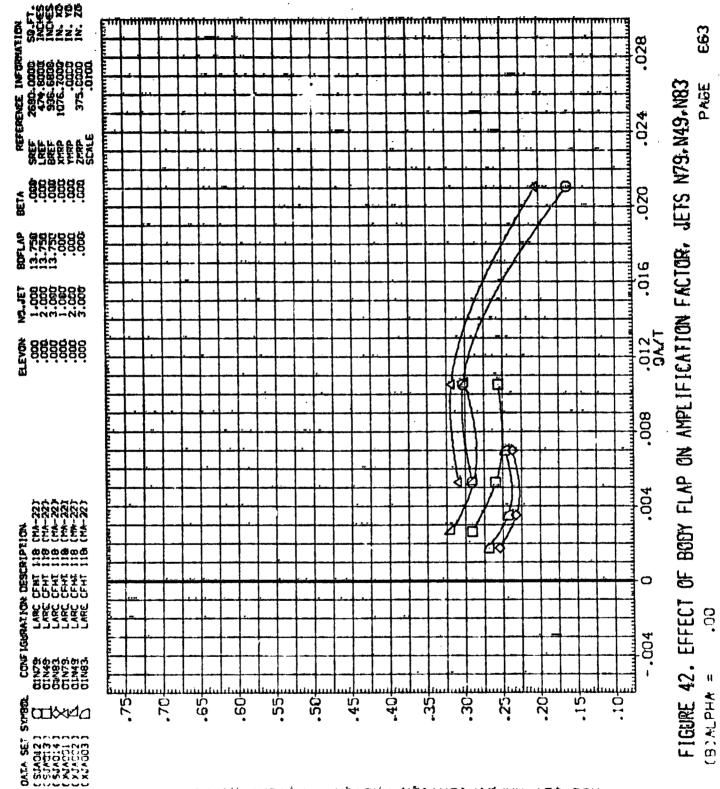


FIGURE 42. EFFECT OF BOOY FLAP ON AMPLIFICATION FACTOR, JETS N79, N49, N83 -8.00 CAJALPHA =

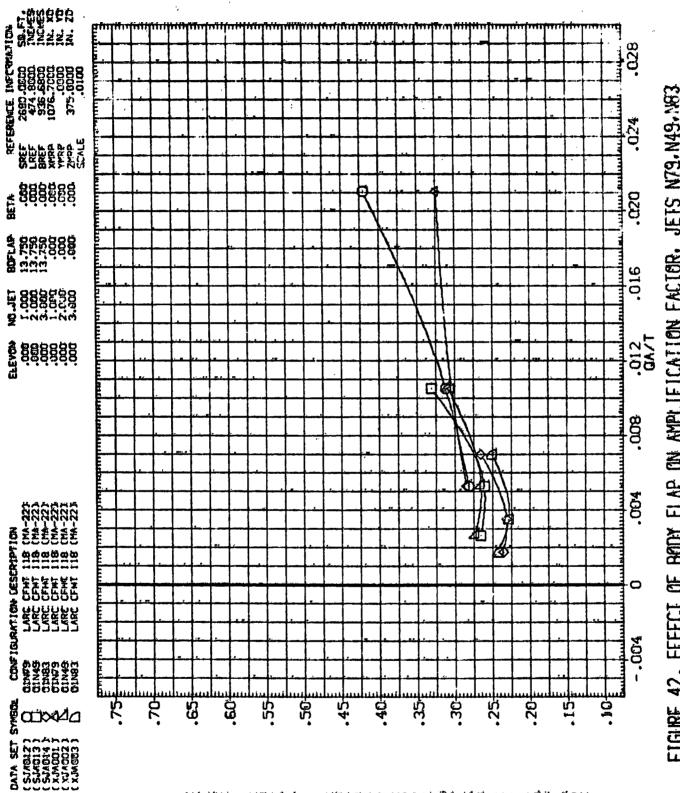


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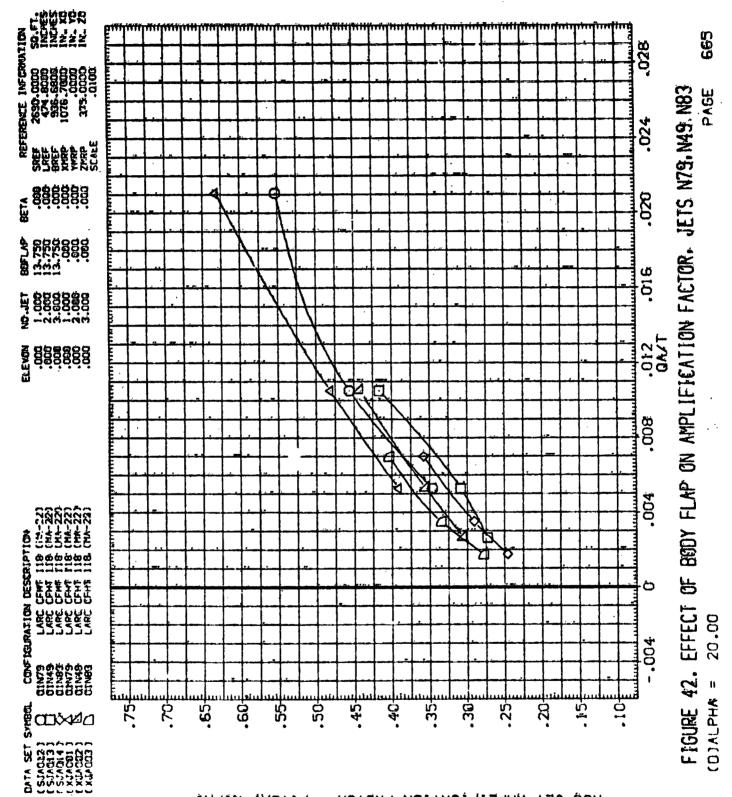
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RCS JET AMPLIFICATION FACTOR - PITCH, N(PM)

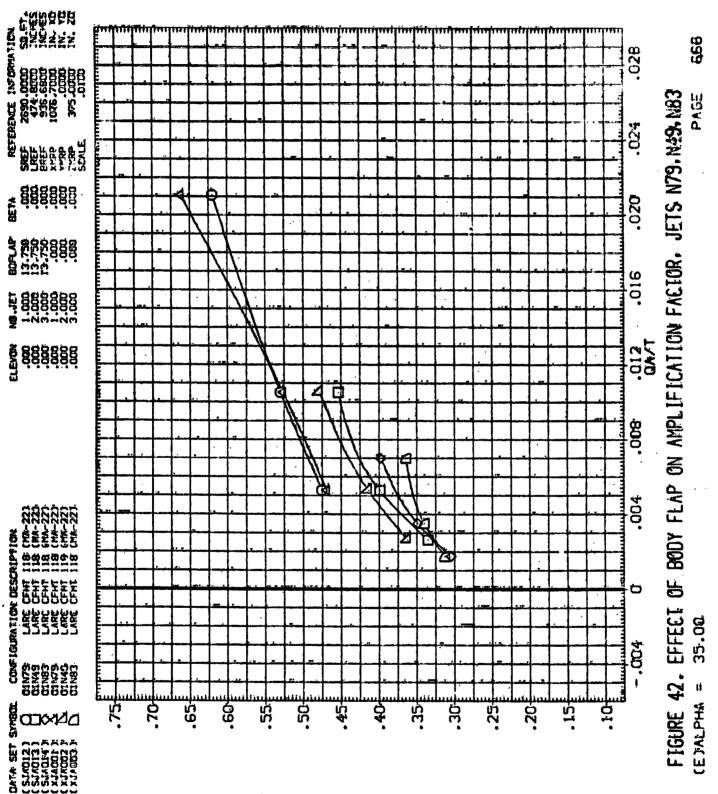


664 FIGURE 42. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79,N49,N83 PAGE 10.00 (C)ALPHA =

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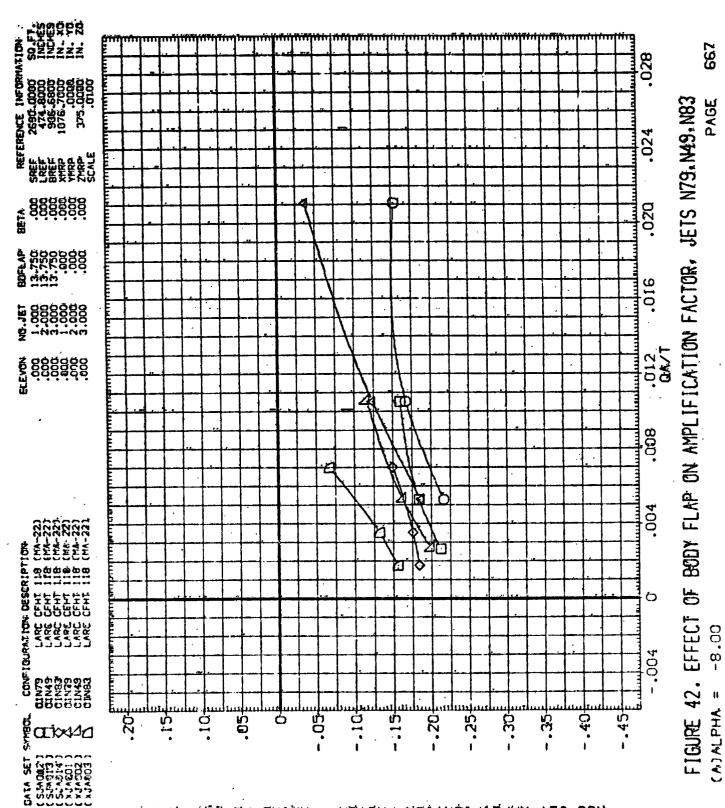


RCS JET AMPLIFICATION FACTOR - PITCH, N(PM)



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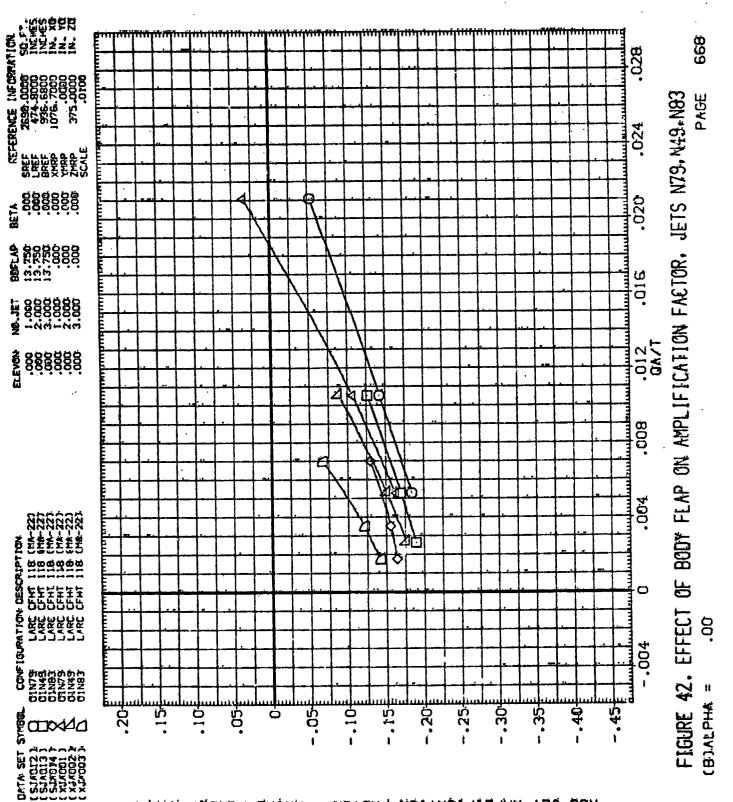
RCS JET AMPLIFICATION FACTOR - PITCH. N(PM)



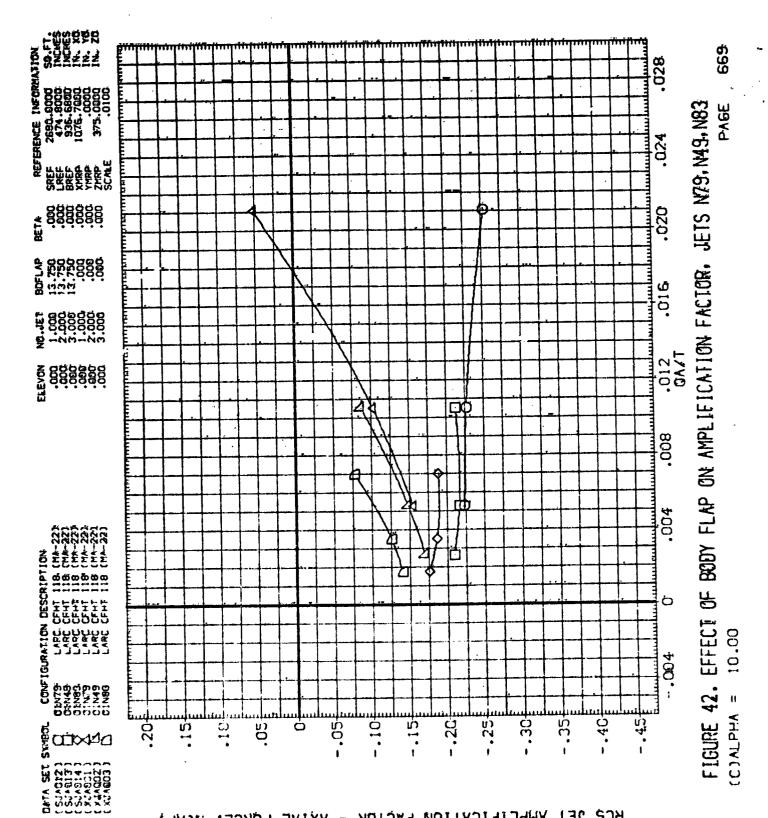
RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, NCAF)

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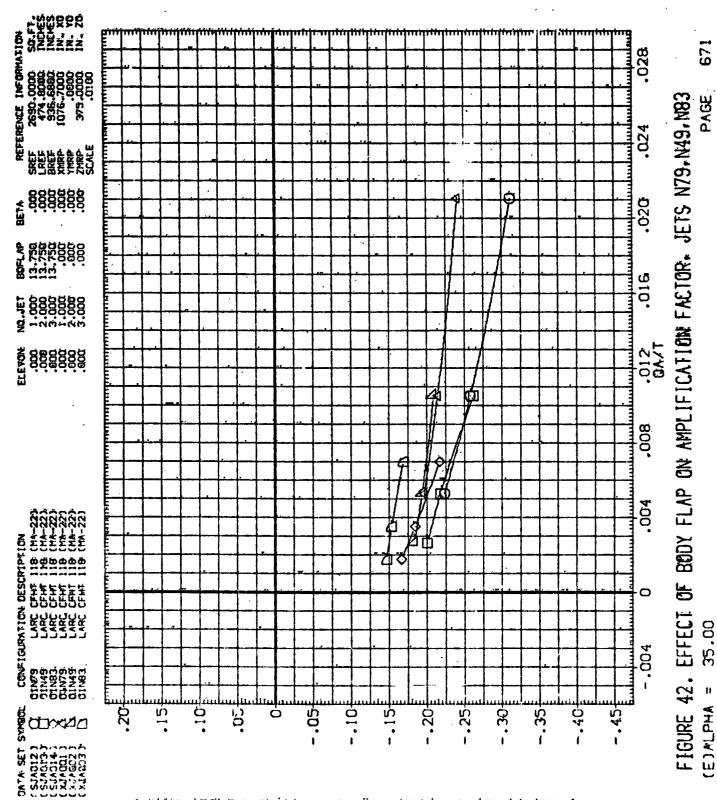


RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, N(AF)

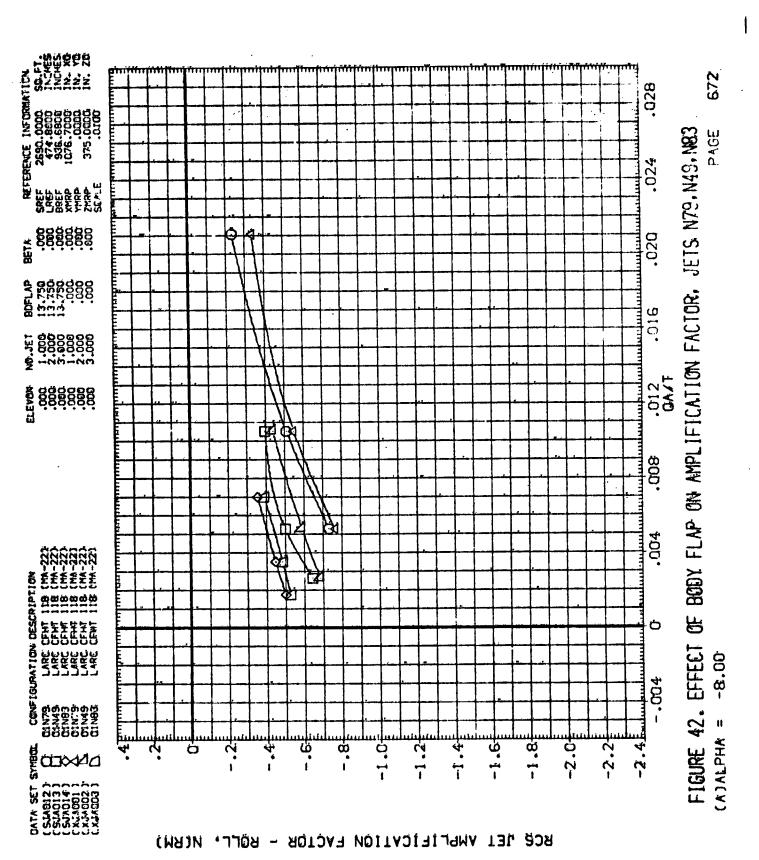
FIGURE 42, EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79, N49, N83 PAGE 20.00 CDJALPHA =

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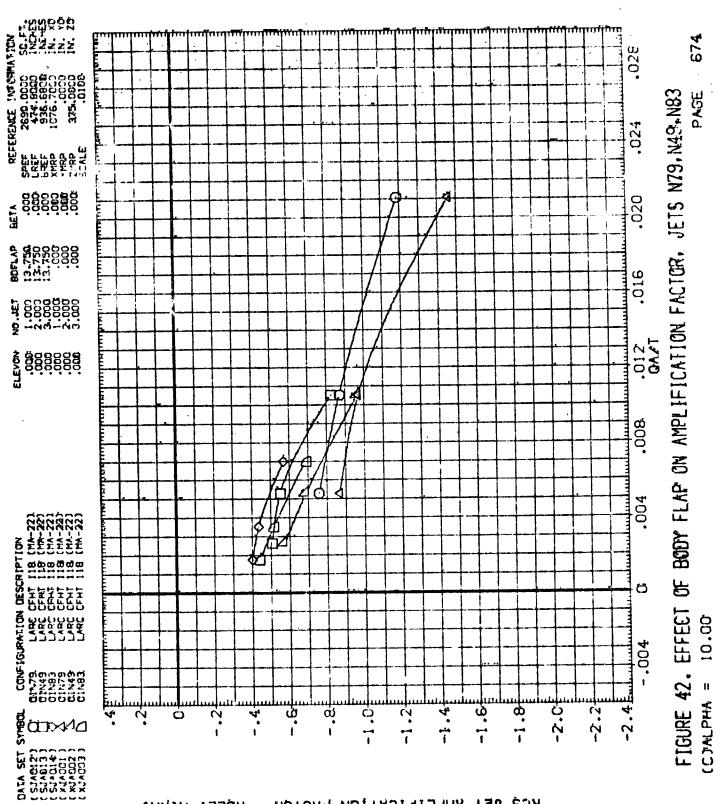
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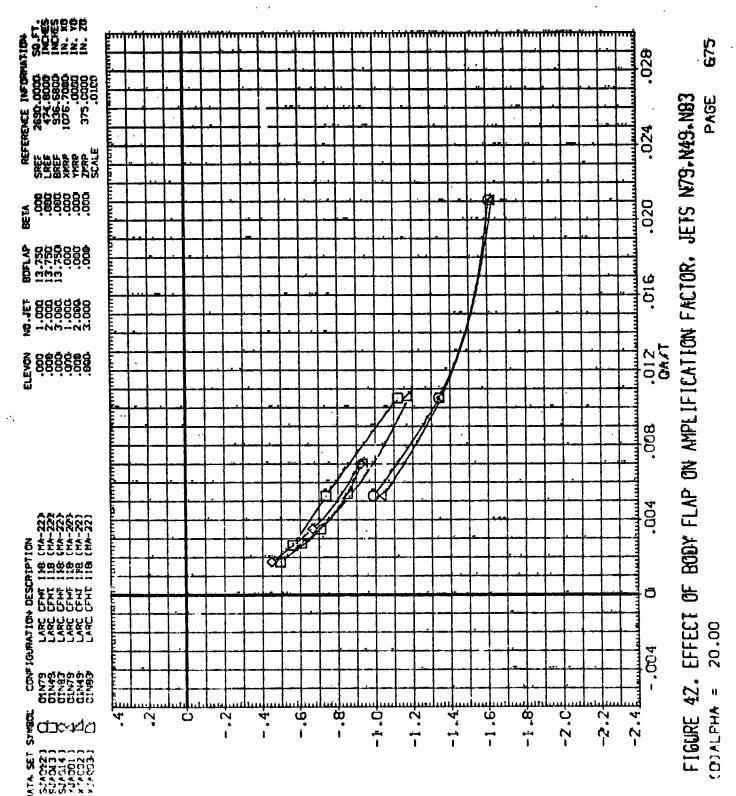
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RCS JET AMPLIFICATION FACTOR - ROLL, N(RM)

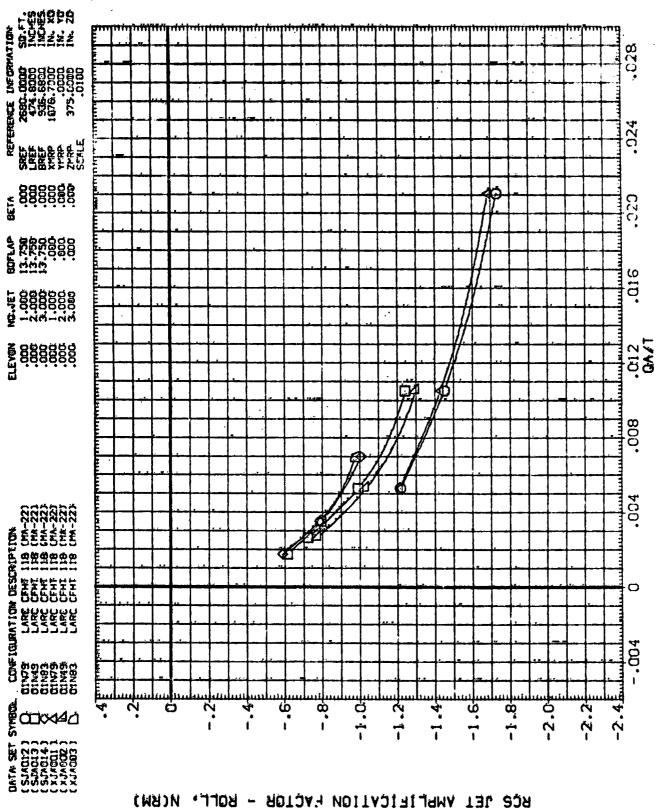
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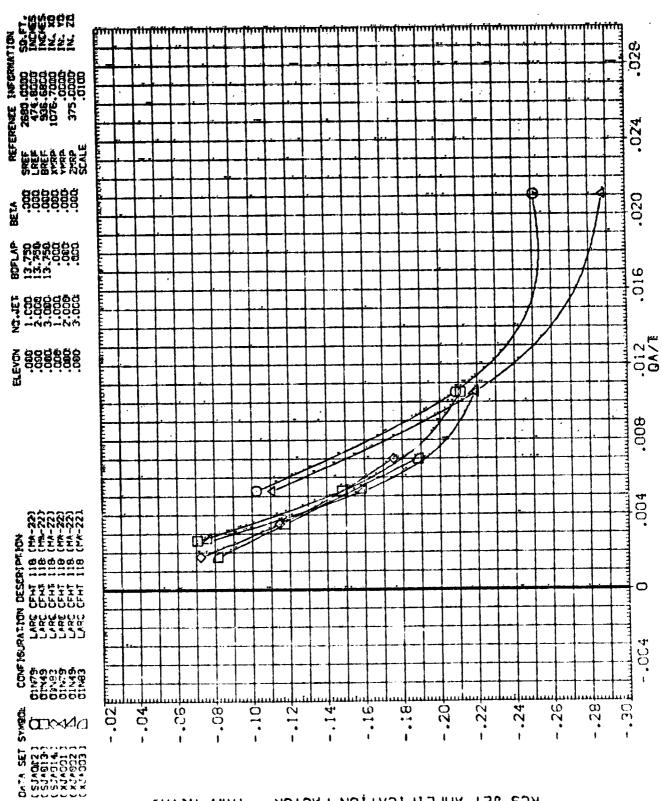
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876 BOBY FLAP ON AMPLIFICATION FACTOR, JETS N79, N49, N83 PAGE FIGURE 42. EFFECT OF 35.00 (E)ALPHA =



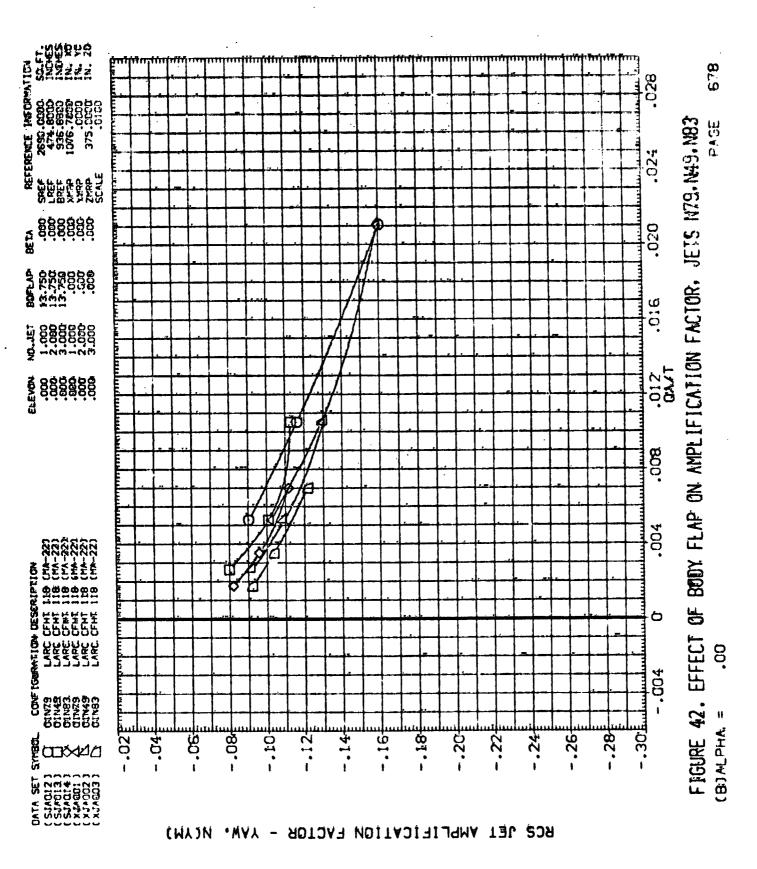
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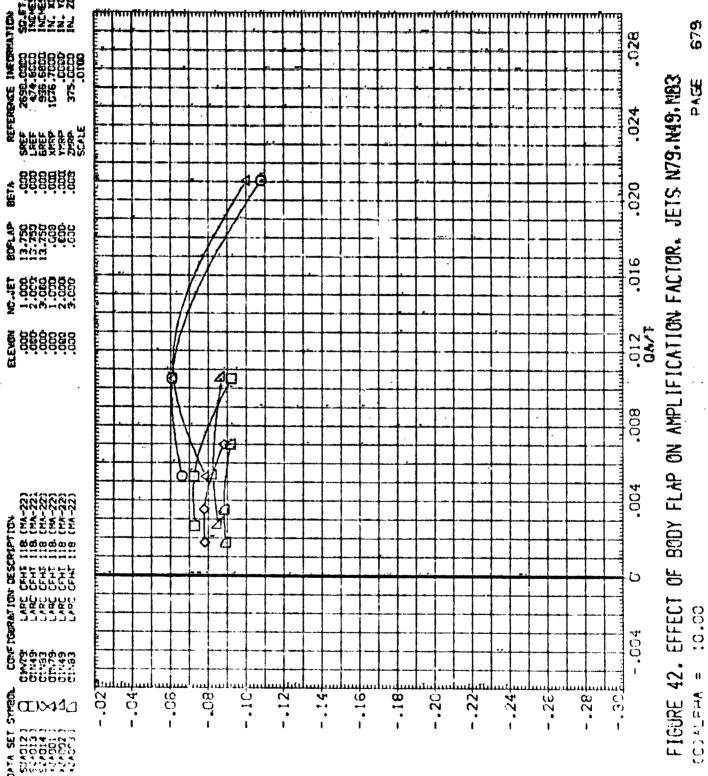
BODY FLAP ON AMPLIFICATION FACTOR, JETS N79, N49, N83 FIGURE 42. EFFECT OF

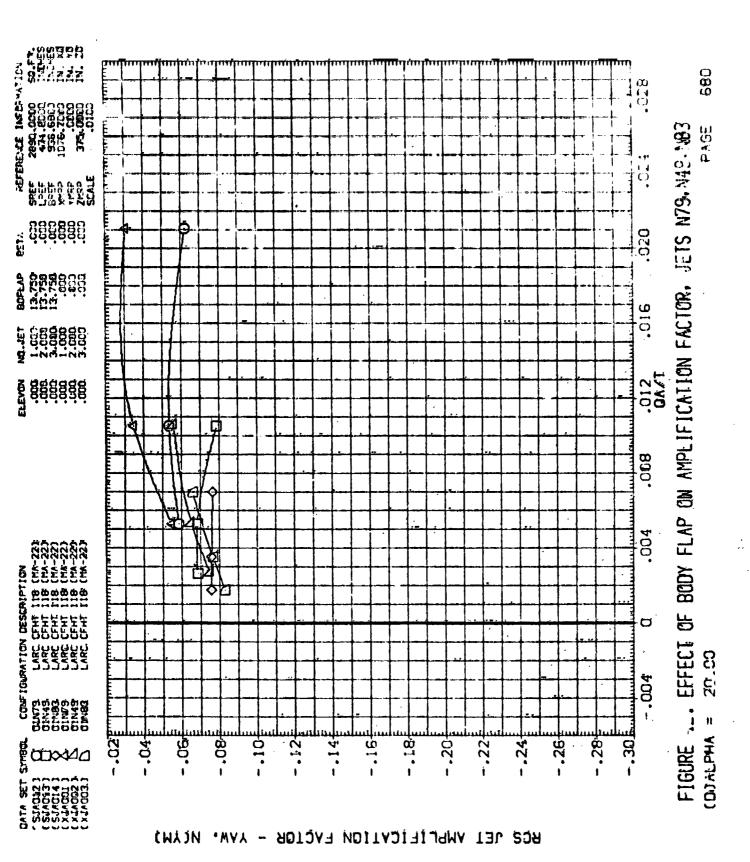
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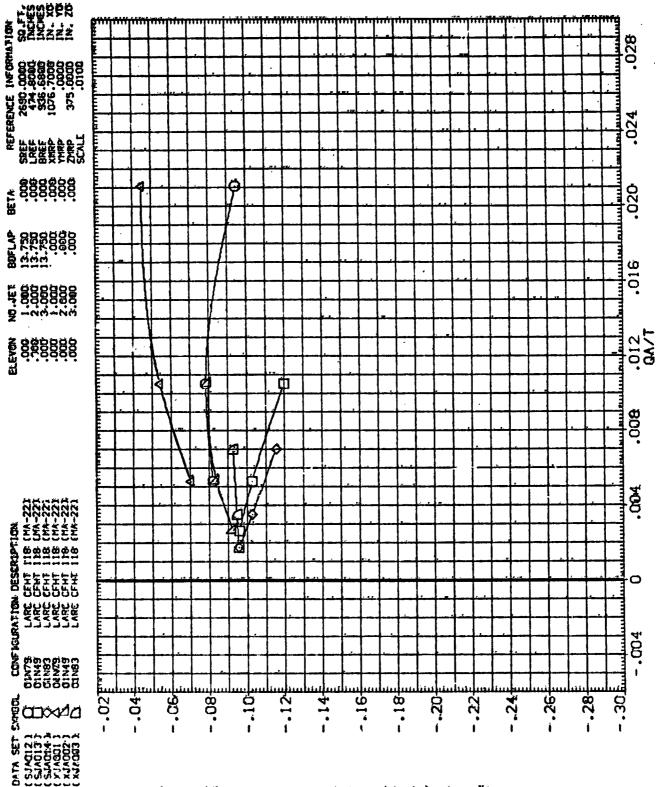
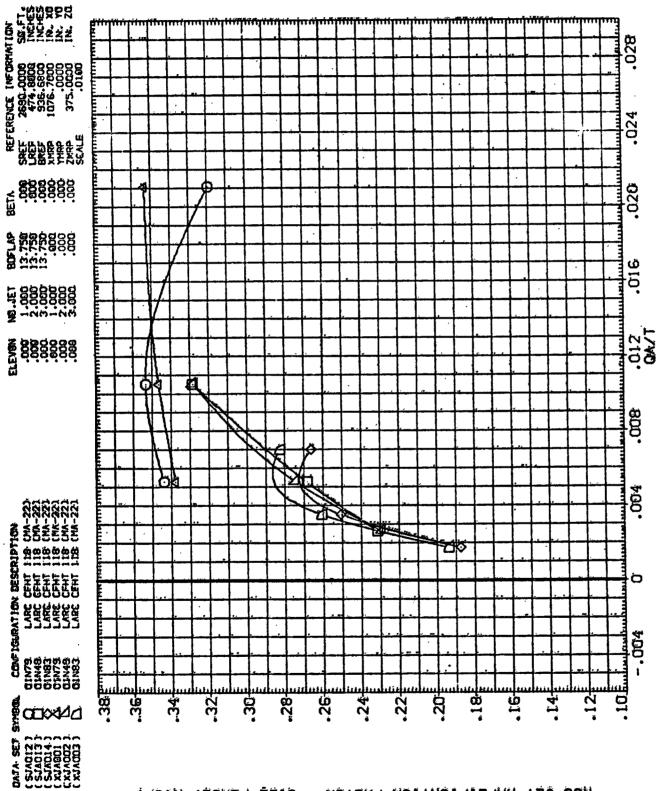


FIGURE 42. EFFEET OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79, N49, N83 35.00 CETALPHA =

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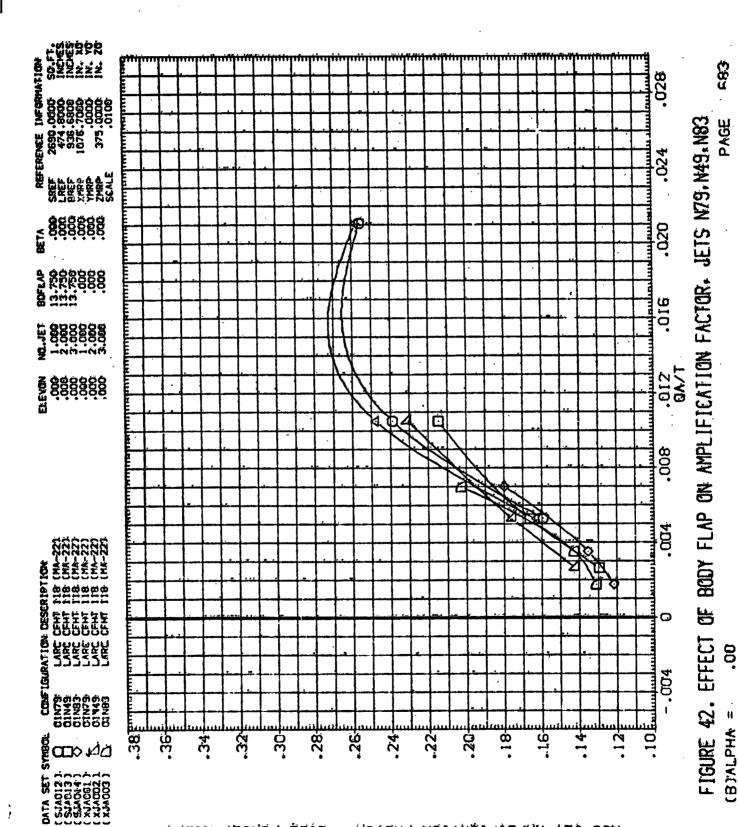
RCS JET AMPLIFICATION FACTOR - SIDE FORCE. N(SF)

FIGURE 42. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79, N49, N83

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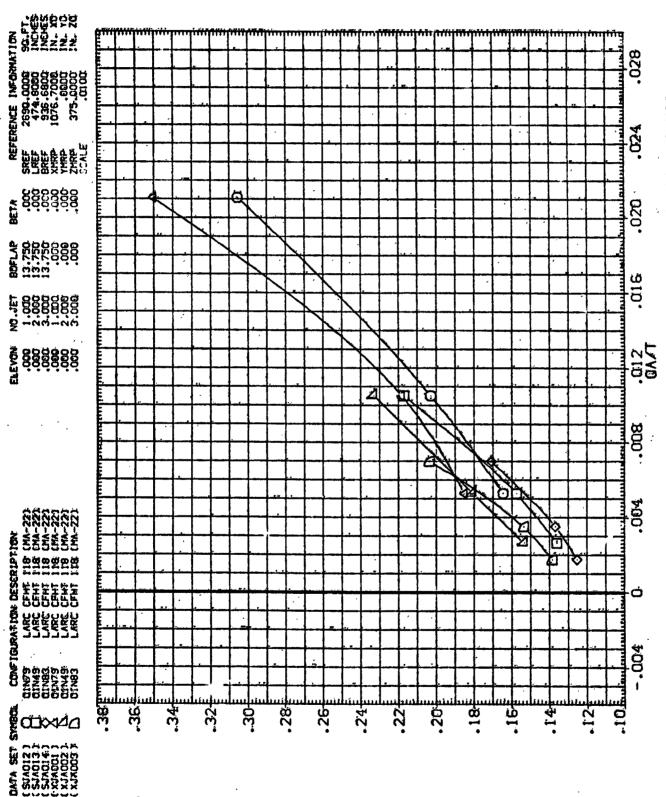


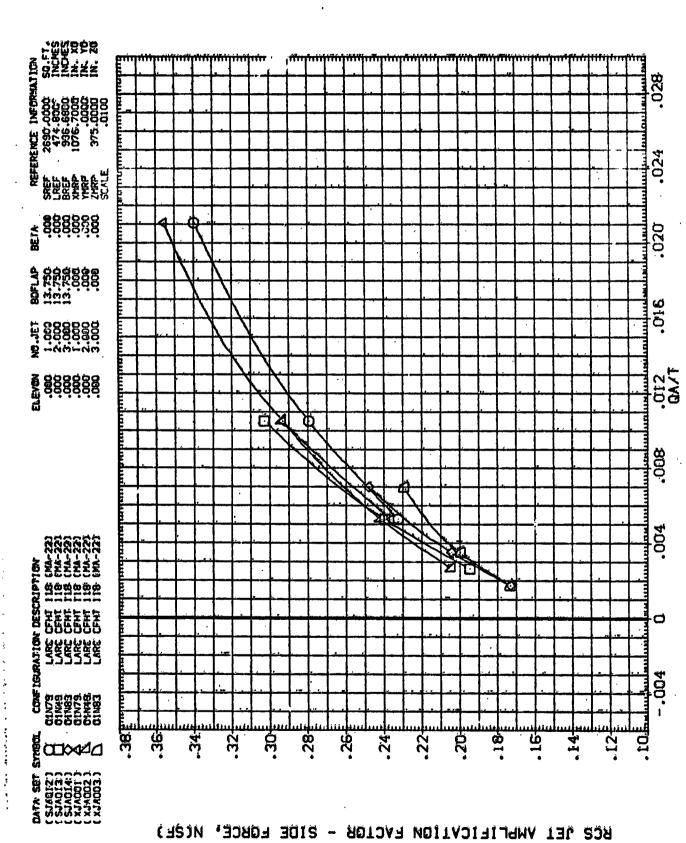
FIGURE 42. EFFECT OF BODY FLAP ON AMPLIFICATION FAC. UR. JETS N79, N49, N83 CCJALPHA =

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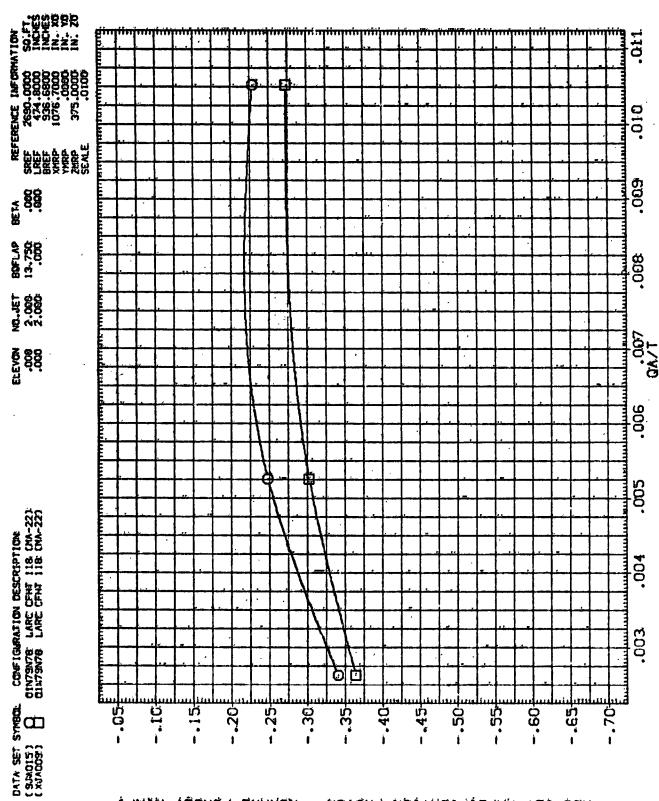
BCS TEL VWBFIEICVIIGN EVCLOB - SIDE EOBČE' N(ČE)

PAGE FIGURE 42. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79, N49, N83 COJALPHA =

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BODY FLAP ON AMPLIFICATION FACTOR, JETS N79, N49, N83 FIGURE 42. EFFECT OF (E) ALPHA = 35,00



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RCS JET AMPLIFICATION FACTOR - NORMAL FORCE,

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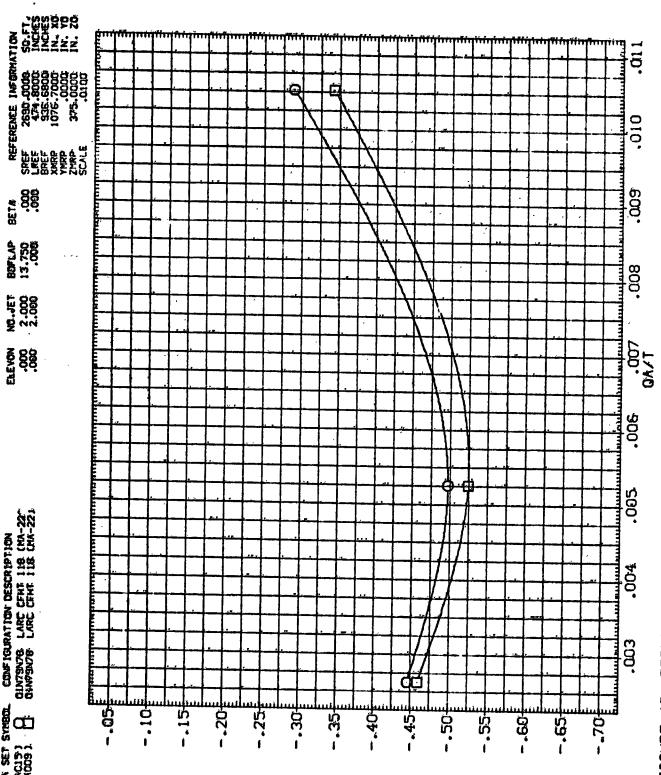
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FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

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RCS JET AMPLIFICATION FACTOR - NORMAL FORCE, N(NF)

FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JEIS N79N78 (B) ALPHA

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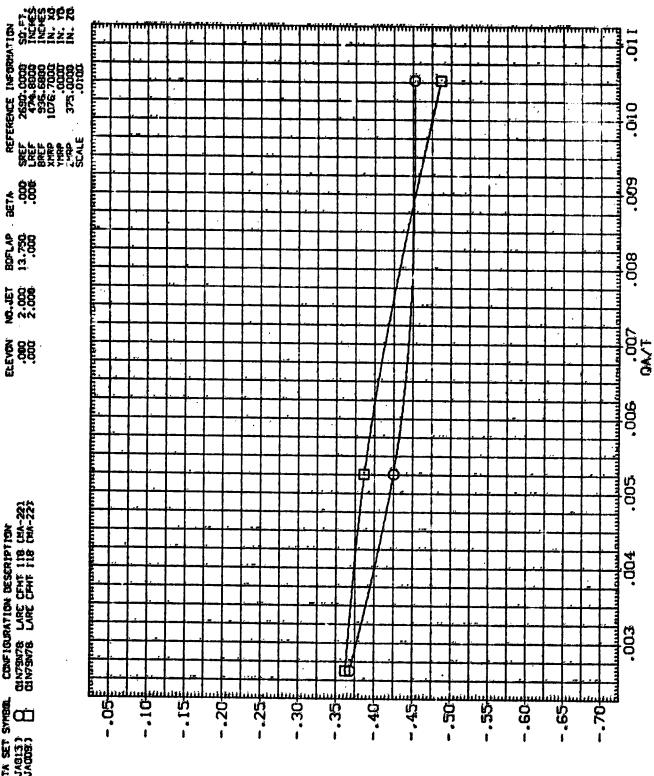
FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 (C)ALPHA =

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FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR. JETS N79N78 20.00 (D) ALPHA =

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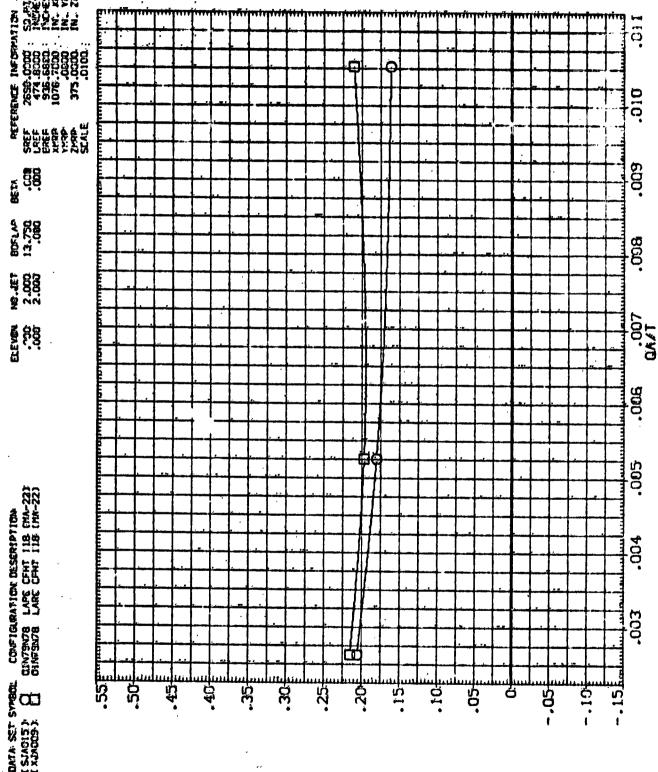
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FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 (E)ALPHA =

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PAGE FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 -8.00 (A)ALPHA =

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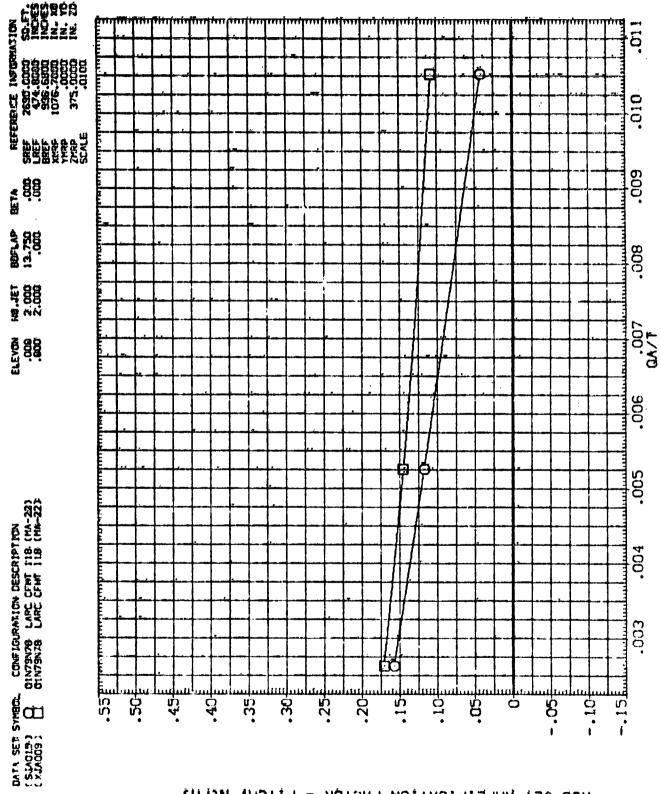
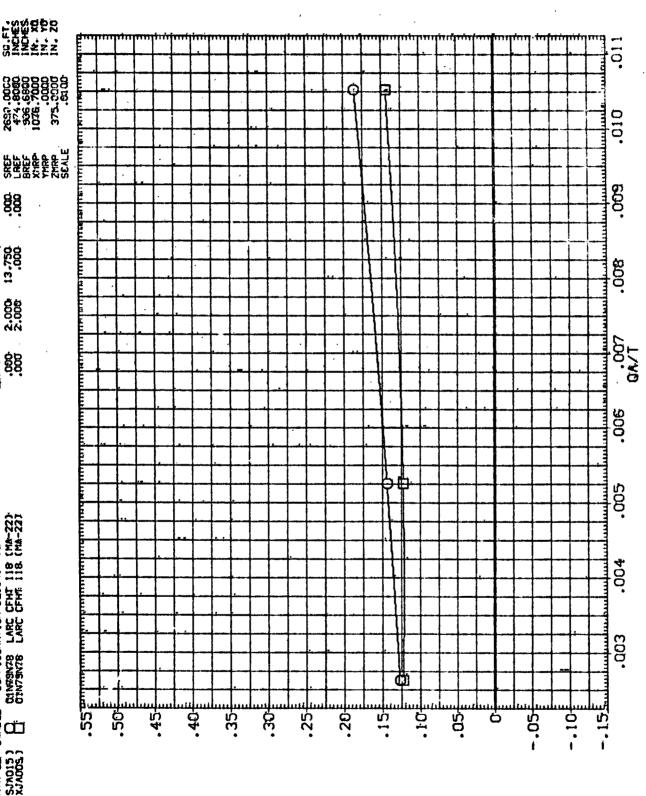


FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR. JETS N79N78 (B)ALPHA =

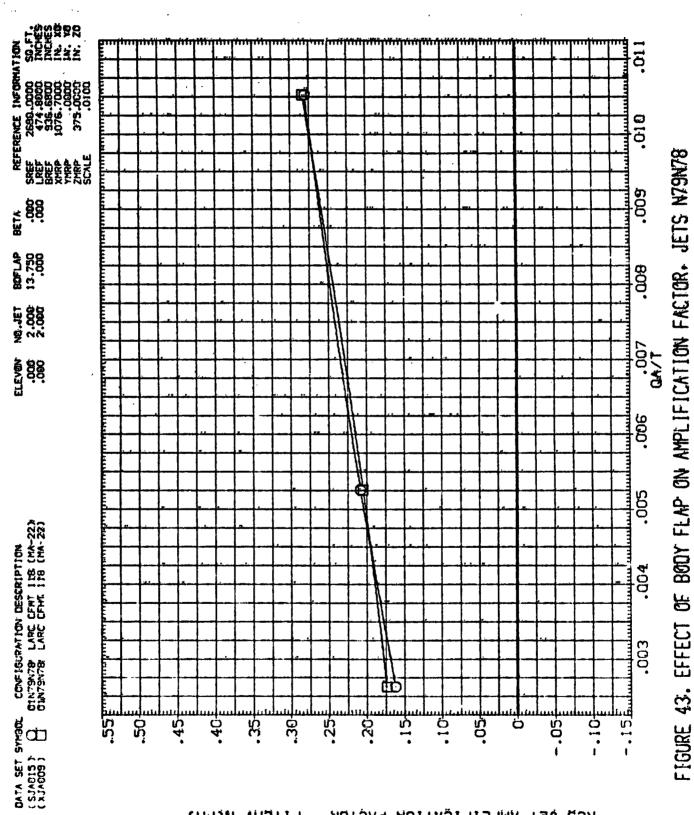
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RCS JET AMPLIFIÇATION FACTOR - PITCH, N(PM)

PAGE FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 10.00 (C)ALPHA =

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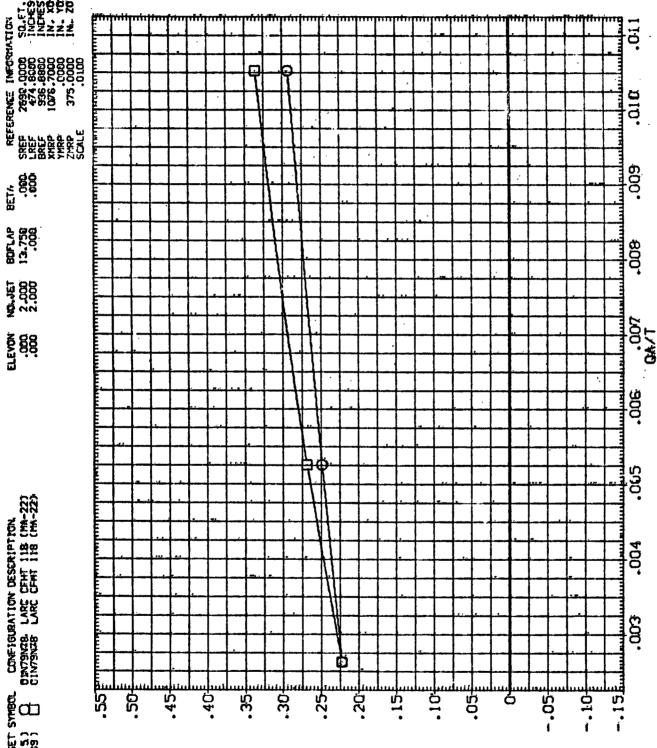
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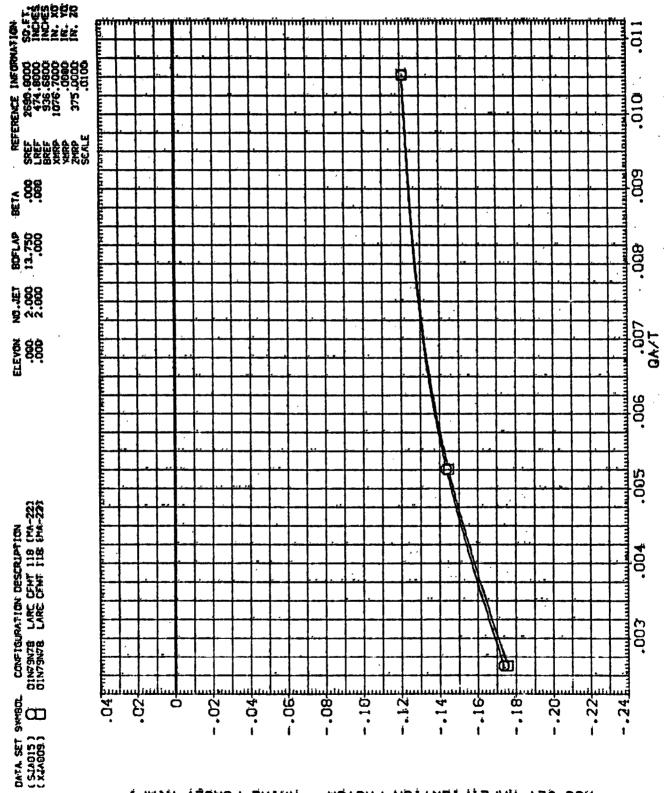
PAGE FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 35.00 (E) ALPHA =

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FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR. JETS N79N78 -8.00

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RCS JET AMPLIFICATION FACTOR - AXIAL FORCE, NIAF

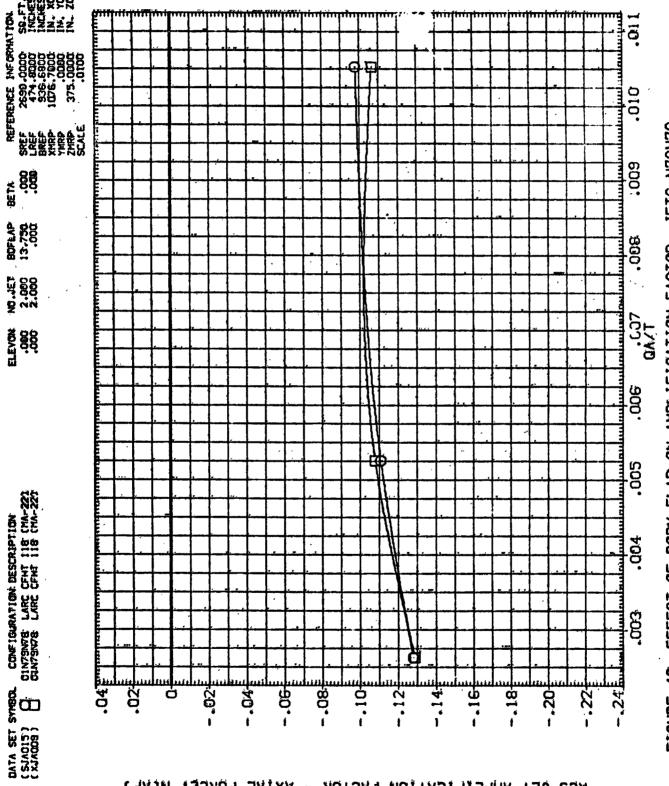
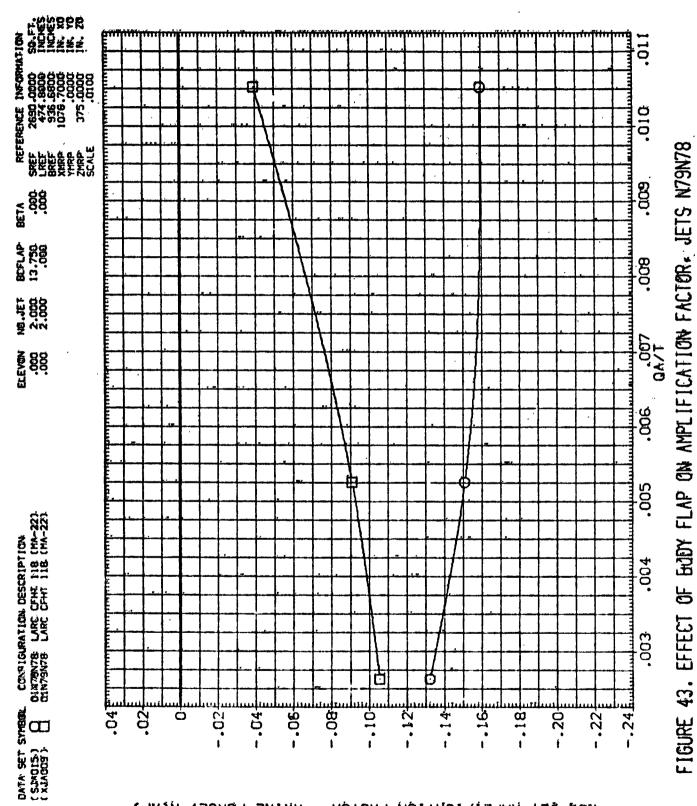


FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 (BJALPHA =

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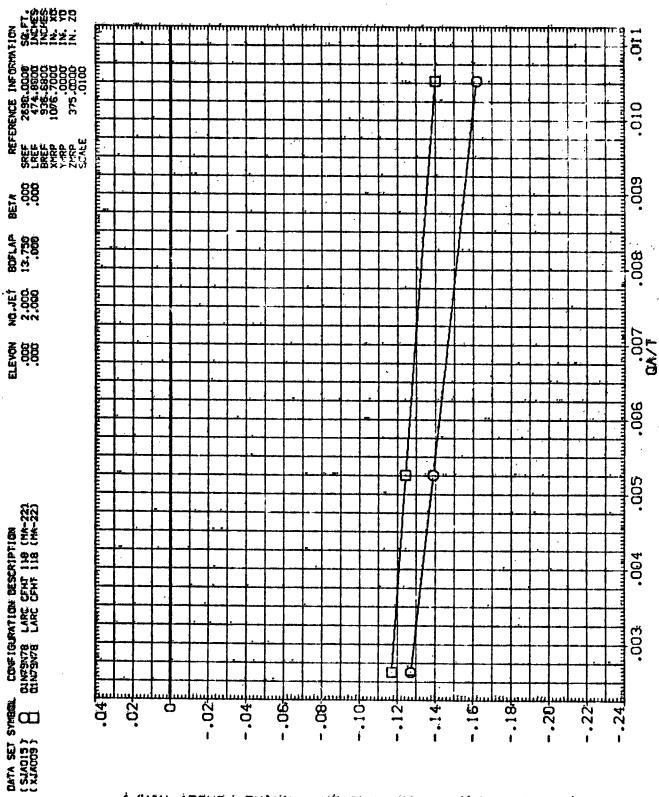
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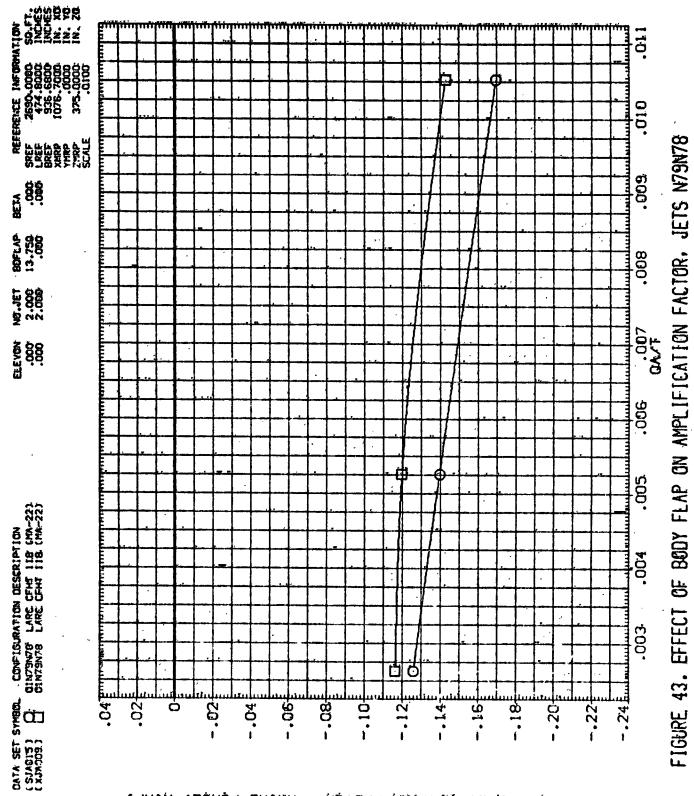


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PAGE FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR. JETS N79N78 (D) ALPHA =

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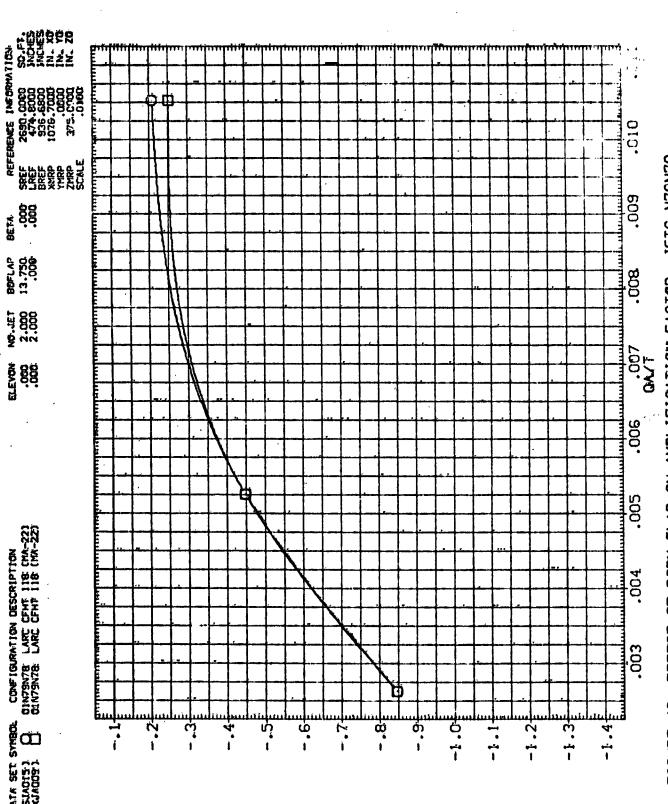


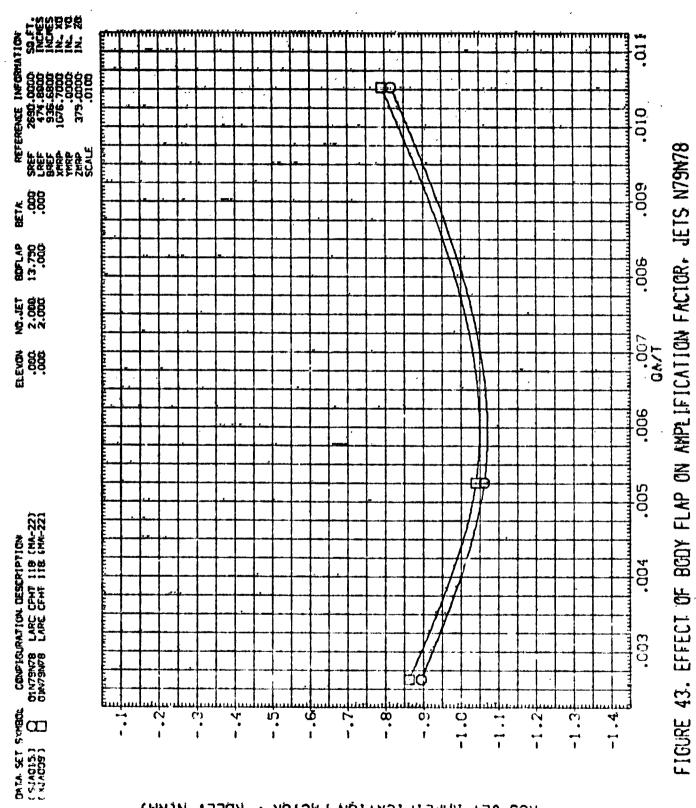
FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR. JETS N79N78 900. .005 .004 .003 (A) ALPHA =

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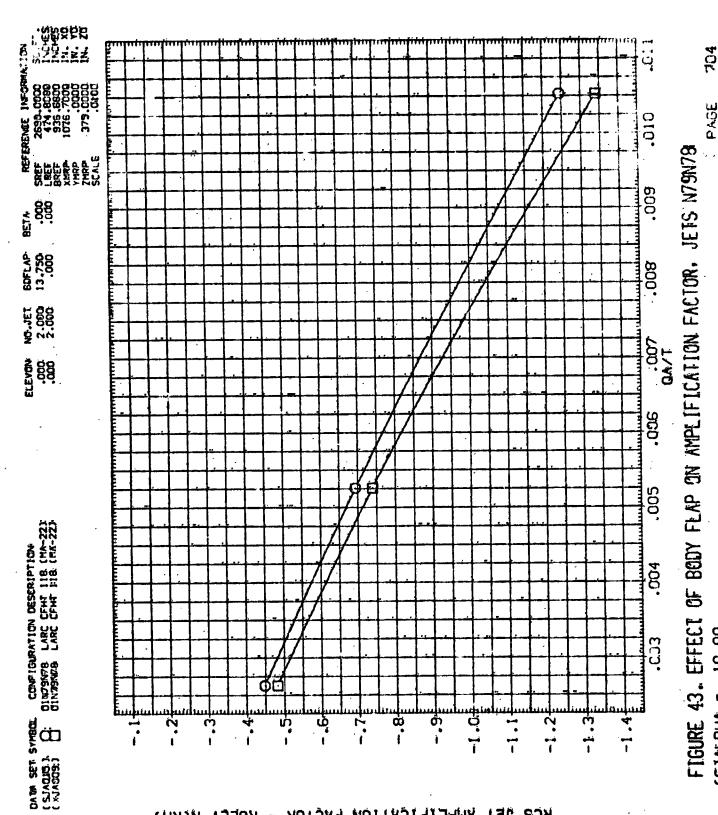
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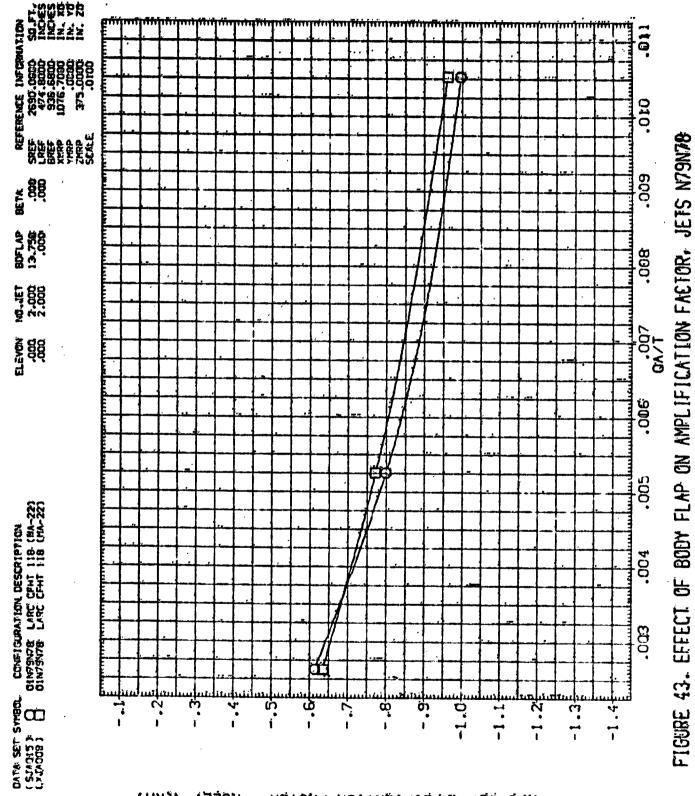
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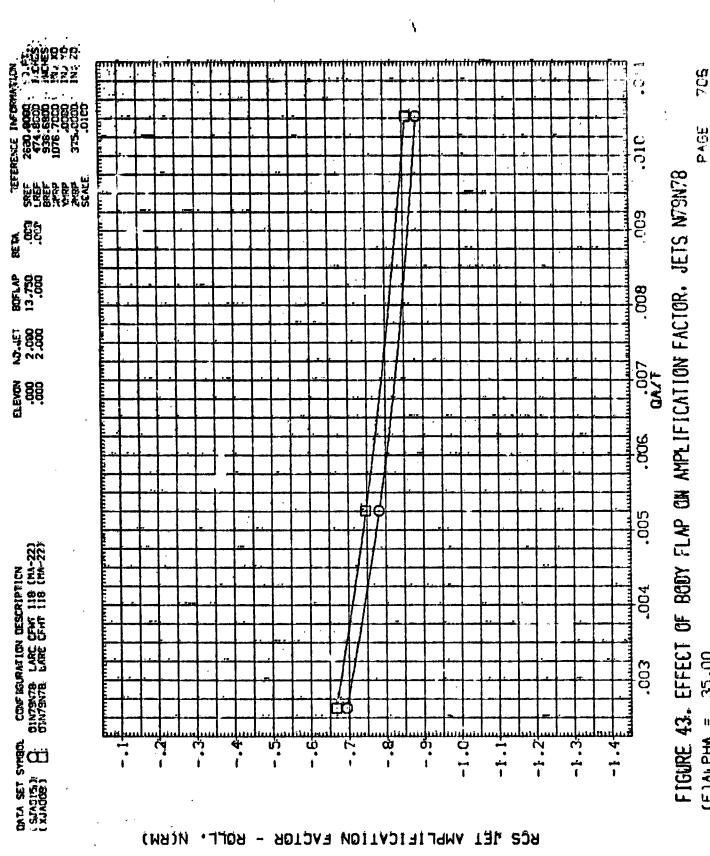
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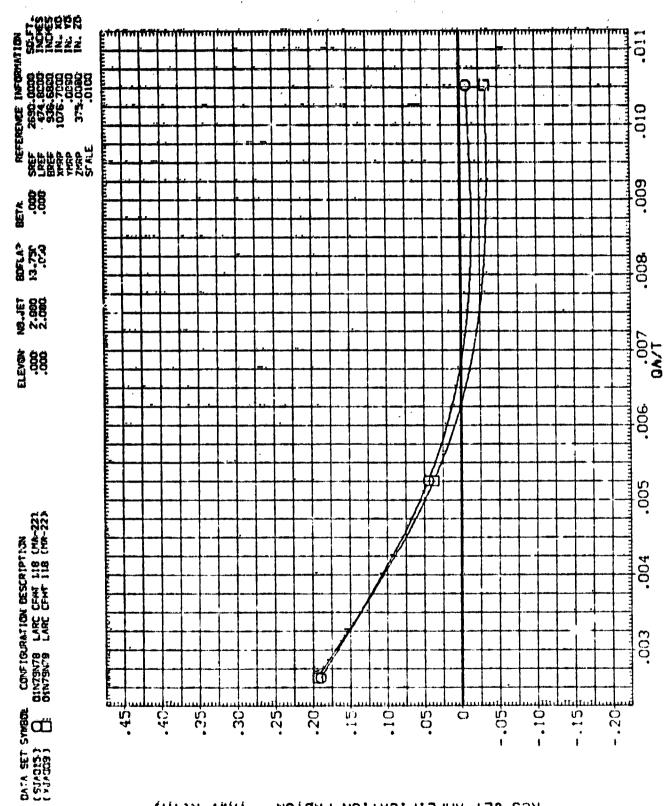


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FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR. JETS N79N.8 -8.00 CASALPHA #

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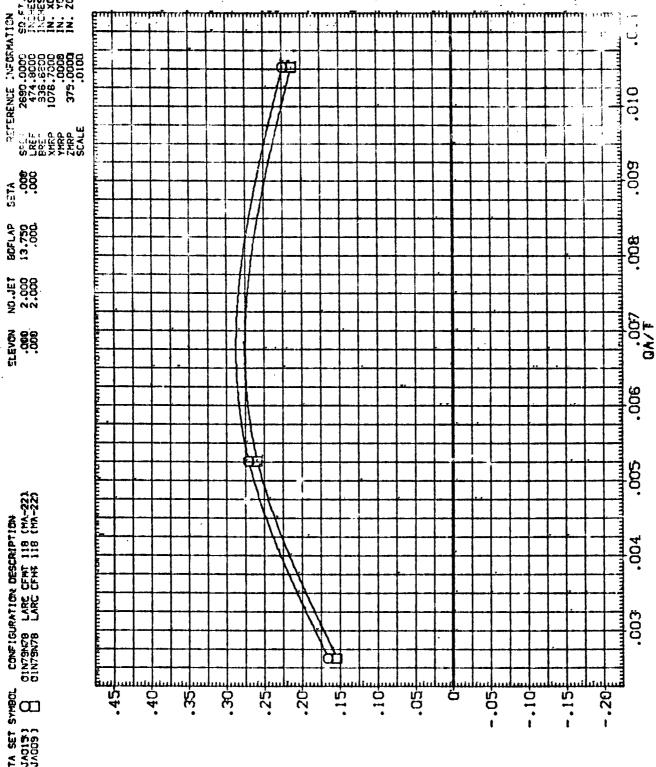
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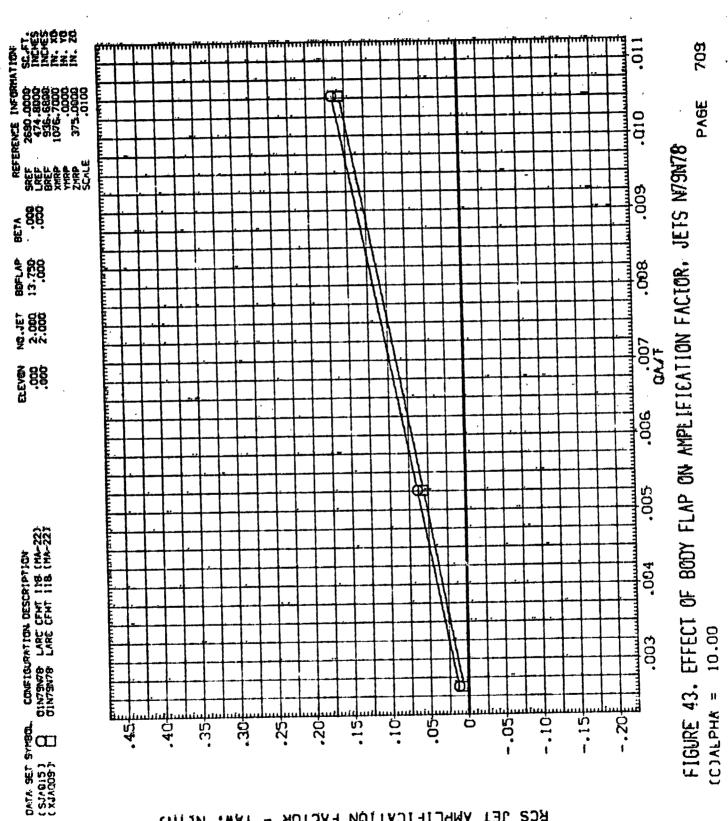


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FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

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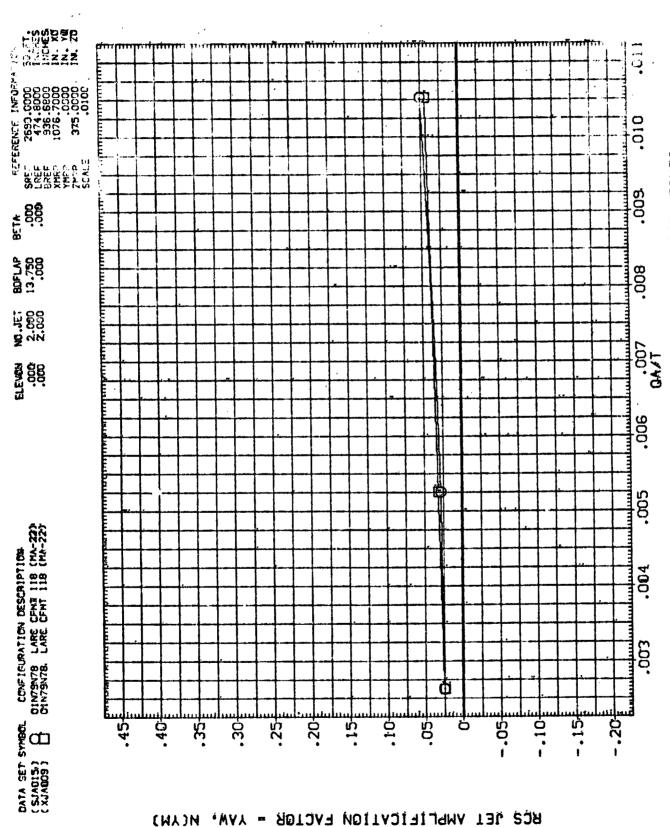


FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 (D)ALPHA =

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FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

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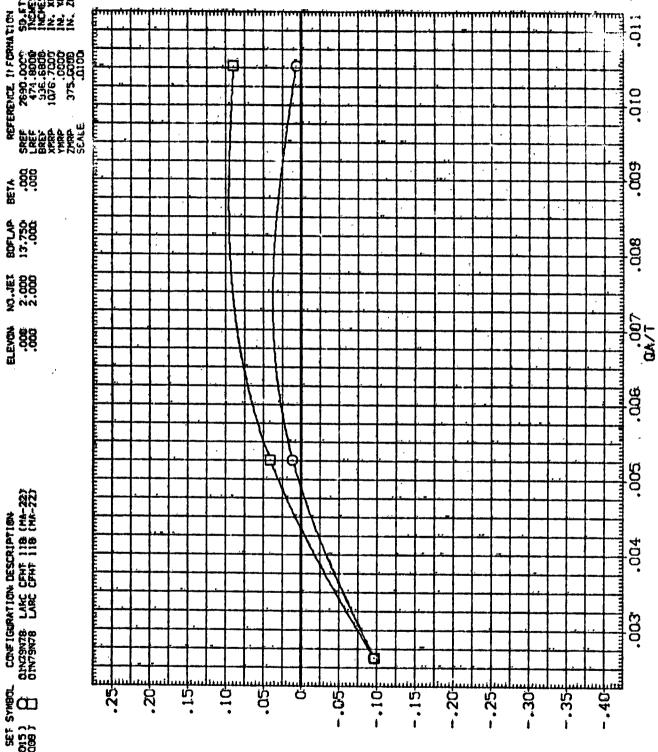
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FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78

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FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 04/1 (B)ALPHA =

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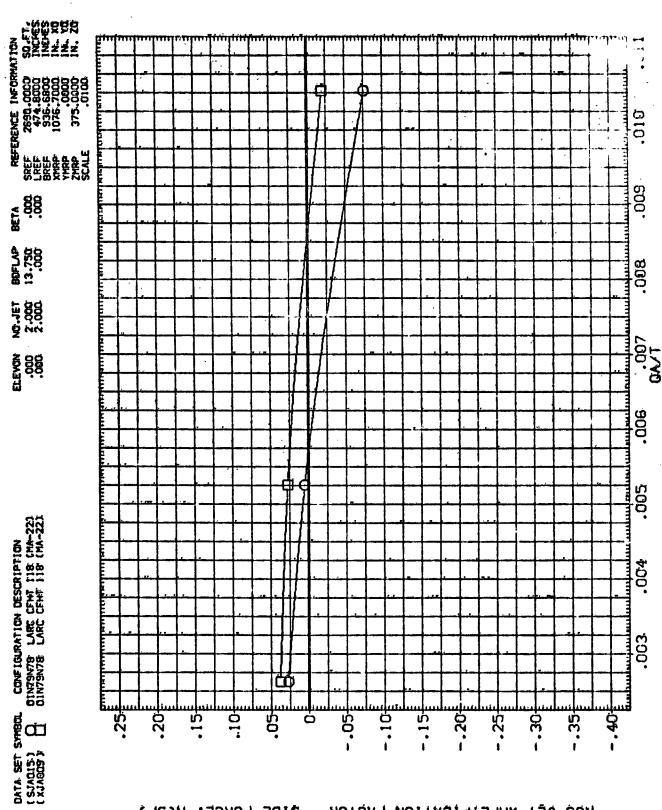


FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N79N78 10.00 (C) ALPHA =

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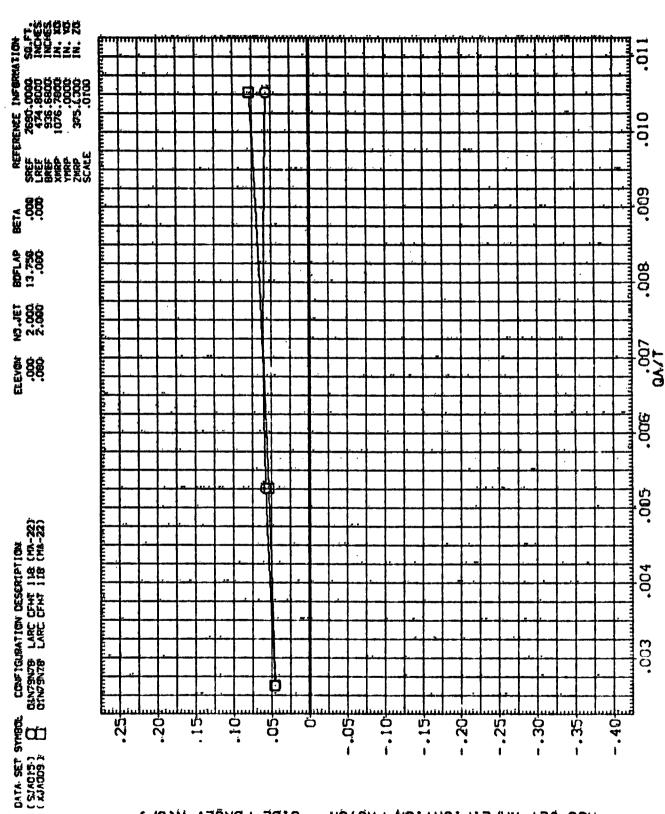
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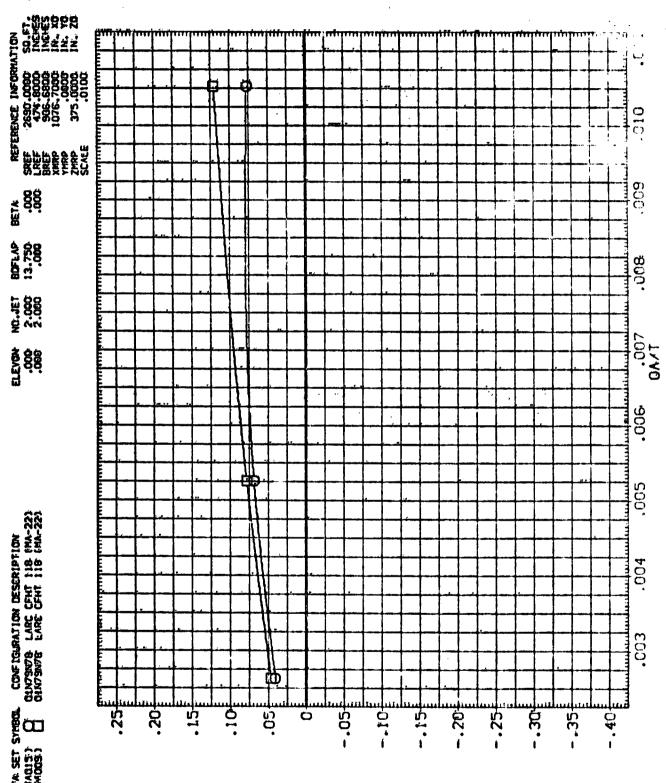
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FIGURE 43. EFFECT OF BODY FLAP ON AMPLIFICATION FACTOR, JETS N7SN78 35.00 (E)ALPHA =